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Land Water Transport Board

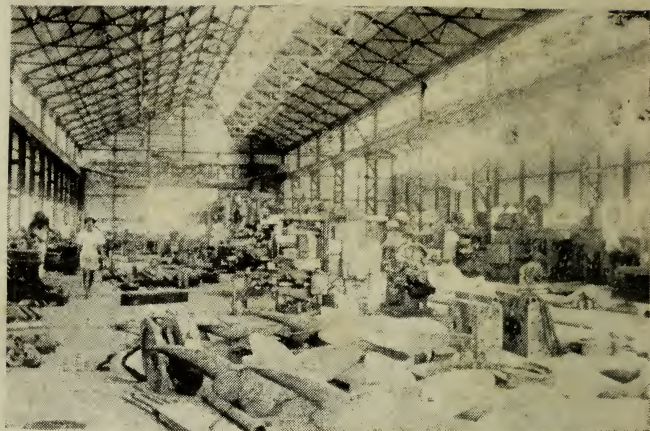
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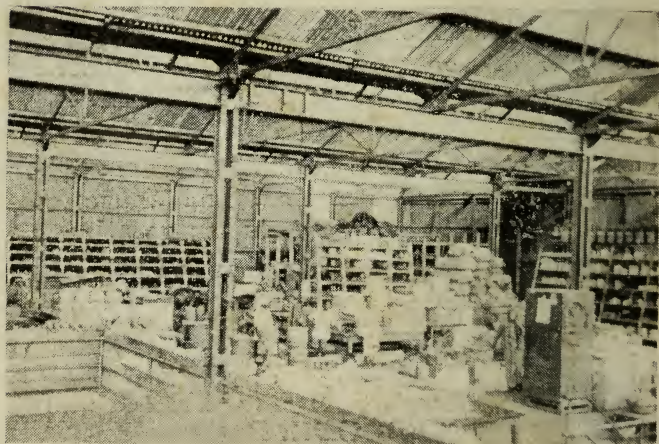
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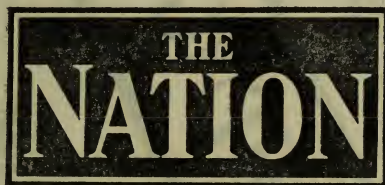
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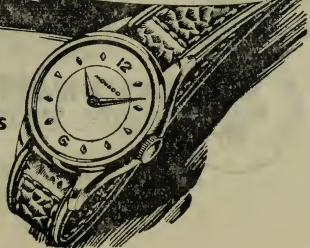
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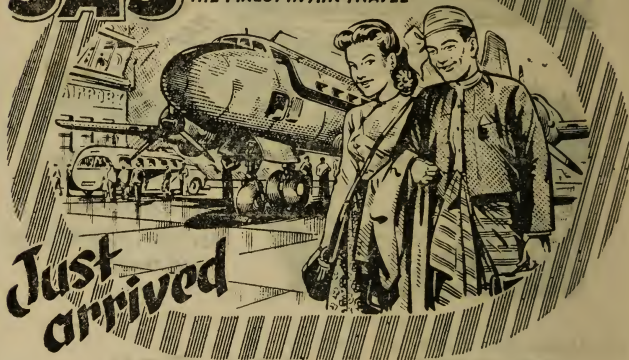


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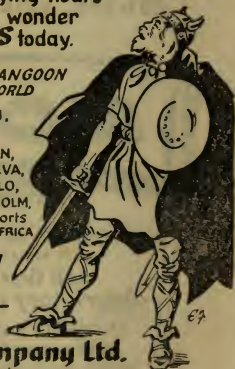
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UNION OF BURMA

The name of "Burma" does not appear to be derived from the Indian word "Brama", but from the Chinese "Mien". In Burmese the country is called "Myanma" and most of the tribal names show a derivation from the Chinese. The country covers an area of about 270,000 square miles. On 4th January 1948, it became independent and the name is changed to UNION OF BURMA.

The population in 1931 was 14,653,977.

Union of Burma is bounded on the West by the Bay of Bengal; on the North-West by Assam, the Chittagong Hill Tracts, Lushai Hills and Manipur; on the North-East and East by the Chinese province of Yunnan and Siam; and on the South it extends as a narrow strip down the upper portion of the Malay Peninsula as far as Victoria Point. The length of the country from North to South is approximately 1,200 miles and the greatest width 500 miles. It consists roughly speaking of the valleys of the Irrawaddy, Chindwin and Salween rivers, and the chains of hills lying to the East and West of the two former. The general trend of these hills and rivers is from North to South.

The Irrawaddy River, which is formed by the confluence of the rivers starting at the extreme North of the Province, and meeting about thirty miles north of Myitkyina, traverses the whole length of the province and practically divides it into two. The Chindwin also starts in the North of the Province to the West of the Irrawaddy, which it joins above Pakokku. The Salween has its source in Tibet and cuts through a portion of the Kachin country in the extreme North-West and again through the eastern portion of the Shan States and Karenni; it forms part of the eastern boundary between Burma and Siam and then debouches into the Gulf of Martaban just below Moulmein.

There are many non-Burman races in the Province of which the principal are the following :—

The Shans who inhabit the Shan States on the mid-eastern portion. The Chins whose territory lies to the North East. The Kachins in the extreme North. The Arakanese in the West. The Karens on the lower eastern border. The Talaings in the southern portion between the mouths of the Irrawaddy, Sittang and Salween. The Inthas occupy a portion of the Southern Shan States. The Was are a wild tribe occupying the trans-Salween portion of the Northern Shan States. These races are again sub-divided into numerous tribes.

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The climate of the greater part of Union of Burma is tropical. There are three Seasons, viz., Rainy from May to October, Dry from November to February, and Hot from March to May. The mean temperature of the Coast and Delta is 70° to 85°; Dry Central Zone, 70° to 90°, and the Northern Zone 60° to 85°. The Delta Region of Union of Burma has an average annual rainfall of 90 to 100 inches, the Central Zone about 30 inches, while the Arakan and Tenasserim coastal belt has a rainfall of 200 inches. In the Wet Zones the extremes of temperature are not so great as in the Dry Zone, the average range of temperature being between 60° and 94° in the former as compared with 50° and 104° in the latter, in the Cool and Hot Seasons respectively. The Cool Season commences in November and lasts till March, and it is followed by the Hot Season which lasts till May. The "Mango Showers" so called because they are supposed to ripen the mango fruit, fall in March or April, and the Rainy Season is from the middle of May until the middle of October.

MANDALAY DOCKYARD

MOULMEIN DOCKYARD

In addition to the Rangoon Establishments the I.W.T. Board, (Irrawaddy Section) maintain Dockyards at Mandalay and Moulmein, where Municipal, P.W.D., and Port requirements are catered for—also Engine and Boiler repairs to Rice and Saw Mills.

At Moulmein, floating repairs can be carried out on Deep Sea Ships.

SOME TRUTHS ABOUT NATIONALIZATION

We take this opportunity to say a few words on the above subject, since many foreigners are not aware of the bare facts of the nationalization of the Irrawaddy Flotilla Co., Ltd.

When the Irrawaddy Flotilla Co. Ltd. evacuated to India, they scuttled their whole Fleet before they departed. Whatever ships they did not sink were taken away to India.

When the Allied Forces reoccupied Burma, a big Military Fleet was brought over and at the time of the Independence of Burma, this Military Fleet, together with much surplus Army stores were negotiated upon between the Government of Burma and the British Government. This Military Fleet, therefore, became the property of the Government of the Union of Burma and NOT the property of the Irrawaddy Flotilla Company.

The Irrawaddy Flotilla Co., resumed operations in Burma in 1946 as the Agents of the Government of Burma. The Fleet consisted of three sections:—

1. A few units of their Salvaged Fleet after their return to Burma. This Fleet is the property of the Irrawaddy Flotilla Co. Ltd.
2. The Military Fleet which belonged to the Government of the Union of Burma.
3. New Ships which were constructed and entirely paid for by the Government of the Union of Burma.

One of the terms of the Agency Agreement was that the Irrawaddy Flotilla Co. Ltd. was to pay 20% and the Government 80% towards the rehabilitation of the fleet and its dockyards; but up to the time of nationalization, the Irrawaddy Flotilla Co. Ltd. had not lived up to this condition. They have paid little or nothing towards the new fleet or the dockyards. The Irrawaddy Flotilla Co. acted as Agents to the Government of Burma by drawing Agency fees of 2% on the total assets. Therefore, whether the I.W.T. made a profit or suffered a loss, the Irrawaddy Flotilla Co. would always make a profit amounting to 2% of the total assets. The Government pays all administrative and operating charges.

When the Irrawaddy Flotilla Company returned to Burma, the workshops and dockyards were all gutted. With the major share of Government money the Irrawaddy Flotilla Company rehabilitated all the dockyards.

The Fleet was as under :—

1. The Salvaged Fleet — (owned by the Irrawaddy Flotilla Co, Ltd.) consisting of :—

19	Powered Craft		
4	Hulks		
27	Dumb Craft		
6	Oil Flats		
45	Cargo Boats		
4	Roofed Pontoons		
<hr/>			
105	Vessels costing	Rs. 12,66,957	5 0
<hr/>			
AND	Building, Plant and Machinery, Land, Recovered Stock and Furniture costing	Rs. 30,41,404	11 0
		<hr/>	
Total		Rs. 43,08,362	0 0

2. The Military Fleet :

(a) Military Craft (owned by the Government of the Union of Burma) consisting of :

237	Powered Craft and		
322	Dumb Craft		
<hr/>			
559	Vessels costing	Rs. 289,80,351	12 8
<hr/>			
(b)	Military Machinery	Rs. 3,45,564	0 0
(c)	Lease-Lend Machinery	Rs. 2,02,619	0 0
		<hr/>	
Total		Rs. 295,28,534	12 8

3. New Fleet (constructed and owned by the Government of the Union of Burma) consisting of :—

30	Powered Barges		
6	"L" Tugs		
54	Dumb Barges		
41	Delta Launches		
6	Quarter Wheelers		
8	Paddlers		
<hr/>			
145	Vessels costing	Rs. 456,88,224	11 4
		<hr/>	
Total 2 & 3		Rs. 752,16,759	8 0
		<hr/>	
Grand Total 1, 2 & 3		Rs. 795,25,121	8 0

The nationalization of the Irrawaddy Flotilla Co. Ltd., therefore, meant only nationalization of that part of the I.W.T. Fleet machinery and other recovered assets which belonged to the Irrawaddy Flotilla Co. These assets amounted to Rs. 43,08,362 only. The balance Rs. 752,16,759-8- being the property of the Government of the Union of Burma already, there was no question of nationalization. It is very obvious that the property of the Irrawaddy Flotilla Co. Ltd. represents only a very small share of the property being operated by the Irrawaddy Flotilla Co. It represents about 5.4% of the total assets.

As for the Fleet, the composition is as under :

105 Salvaged vessels—(owned by the Irrawaddy Flotilla Co. Ltd.)

559 Military Craft } (owned by the Government of
145 New Craft } — the Union of Burma)

Total 809 Vessels

The Irrawaddy Flotilla Coy's fleet which was actually nationalized therefore represents about 12% of the total I.W.T. Fleet.

The principle adopted in nationalization was very fair, so much so that although the Irrawaddy Flotilla Co. had the right of appeal it did not appeal, being satisfied with the Judgment of the Nationalization Commission. The principle adopted was generally First Cost less Normal Depreciation plus the Cost of Major Rehabilitation.

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(Irrawaddy Section)
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INLAND WATER TRANSPORT BOARD

(Irrawaddy Section)

THE IRRAWADDY FLOTILLA AND BURMESE STEAM NAVIGATION COMPANY (LIMITED), as it was then called, prior to nationalization of the Inland Water Transport and the taking over of the Irrawaddy Flotilla Co., Ltd., by the Government of the Union of Burma was formed in 1865 to implement a contract made with the Government of India, for the conveyance of H.M. troops, stores, and mails to stations of British Burma, on the river Irrawaddy, along with general traffic from Rangoon to Mandalay, the Capital of Upper Burma. A part of the Company's original operations was also the towing of sailing ships on the River below Rangoon, and the trade between Rangoon and Moulmein; this latter trade was subsequently transferred, with the steamers employed in it, to the British India Steam Navigation Company.

The contract involved taking over four steamers and three flats belonging to the Government, which had previously been engaged in the river service. These vessels were found to be very unsuitable, and the Company soon required to replace them by other and new vessels adapted for running the service more effectively and with greater economy.

The original contract with the Indian Government expired in 1868 when a new contract was entered into. This contract included an extended service from Mandalay to Bhamo, 1,000 miles by river from Rangoon, and within a short distance of the Chinese Frontier.

Starting with the abovementioned four steamers and three flats the Company's fleet grew from year to year, and at the time of General Evacuation in 1942 comprised over 600 vessels of all descriptions, ranging from large Express Steamer class (326' long) to Cargo Steamers, Ferry Steamers, Creek Steamers and Tugs, and to the miniature Pilot Launches, which buoyed the Irrawaddy River from Rangoon to Bhamo.

The large Express and Cargo Steamers maintained the long distance run between Rangoon and Mandalay, while a slightly smaller type of steamers, but of the same class, plied from Mandalay to Bhamo. Large and up-to-date Ferry Steamers kept up a daily service between Mandalay and Prome while on the Chindwin River special shallow draft stern wheel steamers had to be employed. Smaller paddle steamers ran on subsidiary ferries on the Main River, while on the extensive Irrawaddy Delta communication was maintained by fast, twin-screw, double deck launches. In addition to these regular service vessels other special service craft were continually at work punching and lifting rocks, clearing snags from the river bed, searching for and buoying channels, etc.

while another vessel was solely and fully employed sighting the anchors of station flats, which otherwise would get silted up and eventually lost. Another sideline of the Company's operations was the carriage of crude oil from the oil fields up-country to the Refineries near Rangoon. Each steamer on this service towed two large flats each of which carried up to 800 tons of crude oil. A new and specially built fleet of tugs, steam barges, and iron cargo boats, dealt with rice milled in Delta and up-country mills, while similar craft were employed to bring paddy, in bulk, to the Rangoon mills, where it was milled into rice for export.

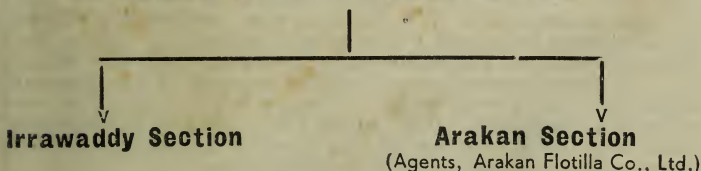
At the time of General Evacuation in February 1942 the whole of above the I. F. Co. Fleet were ordered to proceed to up-country and later about May, 1942 all the units of the Fleet were scuttled at different places in up-country stations.

The I.F. Company resumed its operations in January 1946 as Government Agents for the I.W.T. in accordance with the I.W.T. Order, 1946, after serving with the C.A.S. (B) under the Directorate of Transportation since 1945.

In June 1948, the Company was nationalized under the Inland Water Transport Nationalization Act, 1948 and the whole Organization was renamed as the Inland Water Transport Board, Irrawaddy Section.

The Set-up of the Inland Water Transport in Burma is as follows :—

INLAND WATER TRANSPORT BOARD.



On 1st October 1949, the Port Lighterage Section was amalgamated with the Irrawaddy Section, thus since then there are only two Sections under this Board, namely the Irrawaddy Section and the Arakan Section the latter being operated by the Arakan Flotilla Co., Ltd., for the handling of cargo and lighterage in the Arakan Division which has about 945 miles of navigable waterways.

Soon after the nationalization, the country was involved in a general insurrection and the operations of the I.W.T. had to be either suspended or curtailed.

As the situation got improved gradually towards the end of 1949, 26 Services covering 3,223 miles out of the 90 prewar Services covering 8,602 miles had been rehabilitated and resumed operations. 229 Power Craft and 385 Dumb Craft were so far acquired and their gross tonnages excluding 32 station flats, hulks and landing pontoons belonging to the Irrawaddy Section alone were :—

1939	105,257 tons
1948/49	48,000 „
1949/50	55,777 „
1950/51	50,227 „

The decrease in the figures for 1950/51 was due to weeding out of unserviceable, unsuitable and uneconomical Military Craft in the fleet, a process we are constantly carrying out.

Below are some statistics which speak for themselves. The figures show tremendous improvements have been achieved since nationalization.

PERIOD	TONS MILES	PASSENGERS
January 1946/September 1946	32,266,00	249,587
October 1946/September 1947	54,394,859	974,630
„ 1947/September 1948	60,512,988	873,774
October 1948/September 1949	25,114,927	440,550
(Height of Insurrections)		
„ 1949/September 1950	68,137,769	1,592,485
„ 1950/September 1951	135,327,535	2,531,057

The nationalized I. W. T. has been very useful to the country. It has assisted the Armed Forces in more ways than one in their Military operations and in the way of providing craft for Military use. In these operations our Floating Personnel on the operating ships have quite a lot of danger to face and up to date we have suffered 52 casualties. Our Labour Force, knowing the important tasks they are carrying out for their country, have always willingly performed their duties in the face of enemy fire.

The I. W. T. has assisted in the rehabilitation of important industries like rice, cement, oil, timber etc. When all other means of transportation ceased, the I. W. T. carried all the exportable surplus of Burma rice from the Delta at other stations on the Main River thereby helping in stabilizing the economy of the country. In the Cement Industry we have assisted in every way by taking up machinery and other building materials to rebuild the cement industry at Thayetmyo. We are also responsible for bringing down cement to the tune of 2500 tons per month. Regarding the oil industry, all oil-well materials and other building materials-

regardless of weight or bulk, for their new Refinery are completely transported by I. W. T. craft. Our important role in bringing down oil from Chauk to Rangoon and from Chauk to Mandalay can never be over-emphasized. Our oil fleet has a carrying capacity of at least 24,000,000 gallons a year, which is an average of 2,000,000 gallons per month. Up to date our B. O. C. friends have not given us enough oil to keep our fleet fully employed. During 1951 the total gallonage carried was 16,105,321 which is short of our carrying capacity by 8,000,000 gallons. During the first half of 1952 the B. O. C. have done slightly better by carrying 8,700,033 gallons, but this is still short of our expectations. We hope they will buck up and do their best for the welfare of their own Company as well as for the welfare of the country.

The I. W. T. is always willing to assist any industry in every way possible.

FRESH WATER

Call Flag "Y. J."

A Water Barge with a Supervisor on board is immediately sent off to any Ocean Liner in Harbour hoisting this International Flag.

Water supplied by us is of International Standard.

Orders for supply of water can also be made through contacts with the Manager, Dockyards Department on telephone No. S. 565 or direct with the Work's Manager, Rangoon Foundry, on telephone No. S. 526.

The General Manager,

I. W. T. BOARD,

(Irrawaddy Section)

50, Phayre Street, Rangoon.

OUT-STATION AGENCIES.

The Inland Water Transport Board (Irrawaddy Section) has an Agent or Sub-Agent at each of the following riverine towns, where further information can be obtained, as also rates of Freight and Passage.

Bhamo.	Kyoukye.	*Ngathinegyoung.
Katha.	*Thangine.	Laboota.
*Thabeitkyin.	Nyounghla.	*Kanbe.
Mandalay.	Magwe.	Myaungmya.
Myinmu.	Minbu.	*Kyonmangai.
Semeikon.	Meegyoungye.	Wakema.
*Myedaw.	Allanmyo.	Moulmeingyun.
Myingyan.	Thayetmyo.	Bogale.
Pakokku.	Prome.	Kyaiklat.
Monywa.	Myanaung.	Pyapon.
Mingin.	Henzada.	*Shwelaung.
Kalewa.	*Dounggyi.	*Pantanaw.
Mawlaik.	Zalun.	*Einme.
Homalin.	*Sagagyi.	*Thongwa.
Nyoungoo.	Danubyu.	*Kyaiktaw.
*Singu.	Yandoon.	Moulmein.
Chouk.	Maubin.	Pa-an.
Sale.	Dedaye.	*Htatabin.
Sinbyugyun.	Bassein.	*Ngaputaw.

*No Agent or Sub Agent at present.

INLAND WATER TRANSPORT BOARD.

(Irrawaddy Section)

50, Phayre Street, RANGOON.

Telephone Nos. S. 489, 549 & 565. Telegrams: "Irrawaddy"

PASSAGE REGULATIONS.

One child under three years of age, if with parents, free. When more than one, each additional child will be charged one-quarter fare.

Children of three years and under ten years of age, half fare.
Children ten years old and over, full fare.

Maids, if occupying a First Class Berth in a Cabin with a lady, are charged two-thirds the First Class fare but are not allowed to sit at the Saloon Table. Servants travel Deck at ordinary rates, but being Deck passengers, may not sleep in the Saloon or enter the Cabins, except when in actual attendance on their employers.

Cheques will not be accepted on board in payment of any charge incurred on steamers.

The Inland Water Transport Board (Irrawaddy Section) undertakes no responsibility in connection with Passengers' luggage, unless same is booked as Cargo and freight paid thereon at current rates.

Passengers are allowed personal luggage free according to the following scale :—

	On Steamers	On Ferries and Launches
Each 1st Class Passenger.	20 Cu. ft. or 900 lbs. or 250 viss.	10 Cu. ft. or 125 viss.
Each 2nd Class Passenger.	10 Cu. ft. or 450 lbs or 125 viss	5 Cu. ft or 62 viss.
Each Deck Passenger	54 lbs. or 15 viss.	12½ viss.

The quantity of luggage allowed free in the case of children paying half fare is half the above, according to the class., Excess baggage will be charged for at current freight rates.

“Luggage” is not restricted to personal effects but may include any articles in possession of a passenger up to a maximum of 12½ Viss on ferries and launches and 15 Viss on steamers except articles of an offensive or dangerous or inflammable nature or those likely to cause damage to other articles or property of other passengers. It does not include Beds, Tables, or Chairs, which do not fold up, or Bicycles.

The free baggage allowance does not apply to Gunnies, Empty Oil Tins, Empty Baskets exceeding two in number, Empty Wooden Boxes or Cases, Bundles of Matting, Reeds or Bamboos, Timber, Charcoal or Livestock, freight on which will be charged at current rates. It is to be noted that Kerosene and Petrol are defined as

inflammable cargo and therefore do not come under the free allowance.

Passengers are strictly prohibited, under the Indian Steam Vessels Act, from carrying Gunpowder, Acids or any material or goods of an explosive or otherwise dangerous nature. Should any such materials be taken on board, the passenger so doing will be liable to prosecution and for any damages whatsoever occasioned thereby.

As a convenience to Saloon and Second Class Passengers, money and valuables (the personal property of passengers) may be made over to the Master of the Steamer for safe custody till the termination of the voyage.

When a steamer arrives at a terminal station after 6 p.m. a passenger, provided the steamer fare previously paid by him has amounted to Ks. 15 or more in the first class, or to Ks. 7-50 Pyas or more in the second class, and provided the steamer is staying in port over the following day, may remain on board till 8-30 a.m. next morning without extra charge, except for meals taken.

When a steamer is advertised to leave at or before 7 a.m. a passenger who already has a ticket, or applies for same on board (provided the fare paid is Ks. 15 or more in the first class or Ks. 7-50 Pyas or more in the second class or on payment of the difference between his fare and those respective amounts) is at liberty to occupy a cabin berth overnight, but must be on board before 10 p.m. After that hour, saloon servants will not be in attendance.

In all other cases where a passenger desires to sleep on board, a sleeping charge of Ks. 15 in the first class and Ks. 7-50 Pyas in the second class is payable in addition to the charge for meals taken or ordered.

Except as before stated **PASSENGERS ARE NOT ALLOWED TO LIVE ON STEAMERS AT TERMINAL STATIONS OR TO BOARD STEAMERS ON THE DAY PRIOR TO SAILING BEFORE NOON**, without permission in writing from the General Manager in Rangoon, or from the Agent at the terminal station, and in cases where this is granted, passengers must pay a charge of Ks. 15 per day in the first class or Ks. 7-50 Pyas in the second class in addition to the ordinary charges for meals taken or ordered. In the case, however, of passengers making the round trip by the Mandalay-Bhamo cargo steamer, the charges will be Ks. 21 and Ks. 10-50 Pyas respectively for the whole stay in Bhamo.

When a journey does not involve a stay on board overnight, a passenger may have the use of a cabin berth, with linen, if the fare paid by him is Ks. 15 or more in the first class, or on payment of the difference between the fare and Ks. 15.

Passengers are requested to see that the doors and windows of their cabins are securely fastened at night.

Dogs are not allowed in the Saloon or Cabins.

The Inland Water Transport Board (Irrawaddy Section) does not undertake that Steamers will arrive at intermediate or terminal stations at any special time, and admits no responsibility for delays during passages from any cause whatsoever.

Connections between different services, or between one steamer and another, are not guaranteed and the Inland Water Transport Board (Irrawaddy Section) accepts no responsibility for failure to maintain such connections.

Passengers must comply with the Rules and Regulations established on board to ensure comfort and safety.

SHIP REPAIRS

Repairs to Deep Sea Ships
are carried out by our

Dalla Dockyard

Call Flag "D"— A Launch with an EXPERIENCED Engineer on board is immediately sent off to any vessel in Harbour hoisting this Flag.

Electric and Acetylene welding, boiler repairs, engine repairs, forgings, cast iron and gun metal castings, repairs to electrical installations, coppersmith and tinsmith repairs, deck and woodwork repairs.

DALLA DOCKYARD

Tele: No. Kanaungtoe 17.

or The General Manager,
Inland Water Transport Board,
(Irrawaddy Section),
50, Phayre Street, Rangoon.

S. 489

Telephone: Nos. S. 549

Telegrams "IRRAWADDY"

& S. 565

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Please consult:-

**BURMA (Government Security) INSURANCE CO. LTD.
204, PHAYRE STREET, RANGOON.**

'Phone S. 835.

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ကုမ္ပဏီလီမိတက်၊



Enquiries to:-

BATA SHOE COMPANY LTD.

26, PHAYRE STREET, RANGOON.

Telegrams: "BATASHOE"

'phone No. S. 286.

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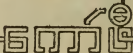
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မိမိတို့ ပြည်ထောင်စု မြန်မာနိုင်ငံတော်သုံး
ဘိတိဘရားသား
—  —

B.T. Bros. Coffee

မေတ္တာ

မန္တလေး

ရန်ကုန်မြို့

ဝိဇ္ဇာကုမ္ပဏီ

အမျိုးမျိုးစုံရောင်းနေသောတိုက်ဆိုင်ကြီးတွင်

အထူးမှာယူရောင်းချနေသောကုန်များမှာ—

ယောက်ျား-မိန်းမနှင့် ခလေးများ အတွက် အဝတ် အထည်များ။
အိမ်ထောင် ပရိဘောဂ-အသုံးအဆောင်များ၊ ပန်းကန် ခွက်ယောက်
များ၊ ကိုယ်လက် ကြို့နိုင်ကျန်းမာရေးအတွက် ကစားကိရိယာများ၊
အိမ်ထောင်စဖိုသုံး ပစ္စည်းအမျိုးမျိုး၊ စက်ဘီးများ၊ ကလေးကစား
စရာများ။ ရေဒီယိုအသံဖမ်းစက်များ၊ အလှကုန်ပစ္စည်းများ၊ ဘိနပ်
များ၊ ခရီးသွားလာသုံး ပစ္စည်းများ၊ စာအုပ်အမျိုးမျိုး-စသည်များ
နှင့်၊ ယောက်ျား-မိန်းမလက်ပတ်နာရီအရွယ်အစားစား၊ ပုံအမျိုးမျိုး
များကို-အထူးမှာယူရောင်းချလျက်ရှိပါကြောင်း။

ဗွီဒီယို နှင့်

တောနယ်-မြို့ရွာ ဝယ်ယူများအတွက် အလွယ်တကူ
မှာကြားဝယ်ယူနိုင်ရန်-ဗွီ-ဒီ-ဗွီနှင့် ဝို.နိုင်သည့် နေရာတိုင်း
သို့-တင်ပို့ပေးနိုင်ပါကြောင်း။

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Let us See !

During every mile you drive your car, your engine revolves no less than 5,000 times with the pistons (in case of 4 Cylinder engine), slamming up and down no less than 20,000 times.

In that MILE of driving with the revolutions that the Engine does, Carbon, Sludge, Gum and Corrosive Acids are being formed. These things in turn, speed wear and tear in your Engine, necessitating early Decarbonizing, Valve Grinding and Overhauls, etc. The Gum and Carbon in your engine tend to make it sluggish, thereby causing more petrol consumption.

**Now ! You can Prevent all that from Happening by
Spending Just one Pya per Mile of Driving.**

And How???

Just use MOTOR RYTHM regularly. Add one pint in your Engine Oil at the time of changing oil and four ounces to every 8 gallons of petrol, OR, half ounce per gallon. If you change oil every 1,000 miles and if your car gives you about 30 miles to a gallon you will require just 32 oz. OR one quart of Motor Rythm, which costs you Kyats. 8/50 Pyas.

**This Works out to LESS THAN ONE PYA per Mile and
you buy with that Economy. Safety and Longer
Life for your Engine.**

GET IT FROM ANY MOTOR DEALER.

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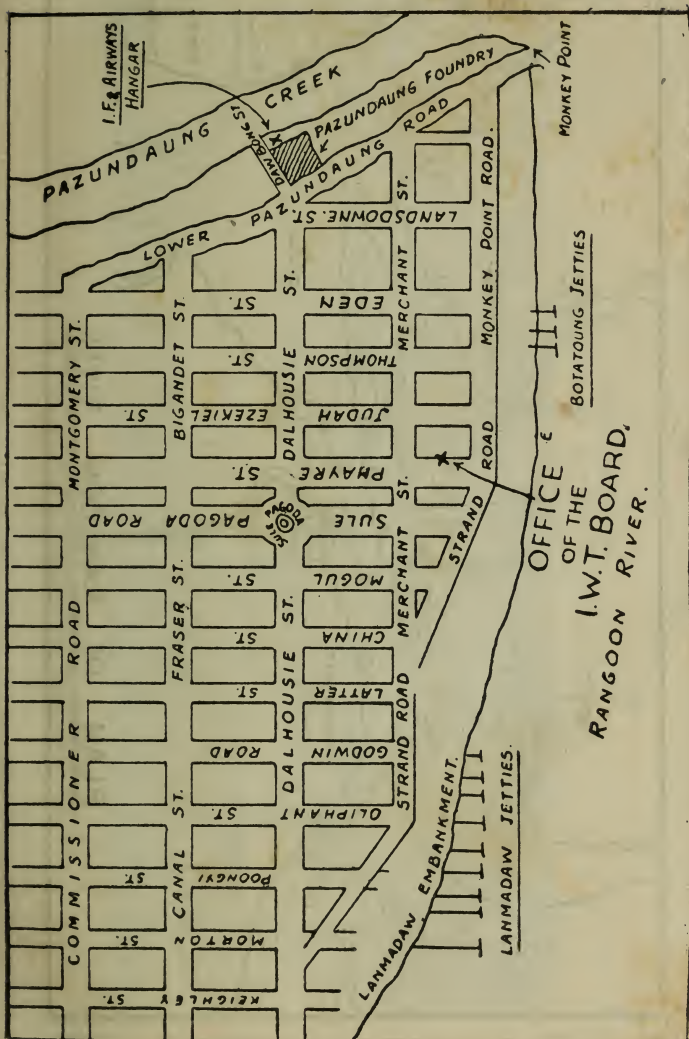
102, Phayre Street,

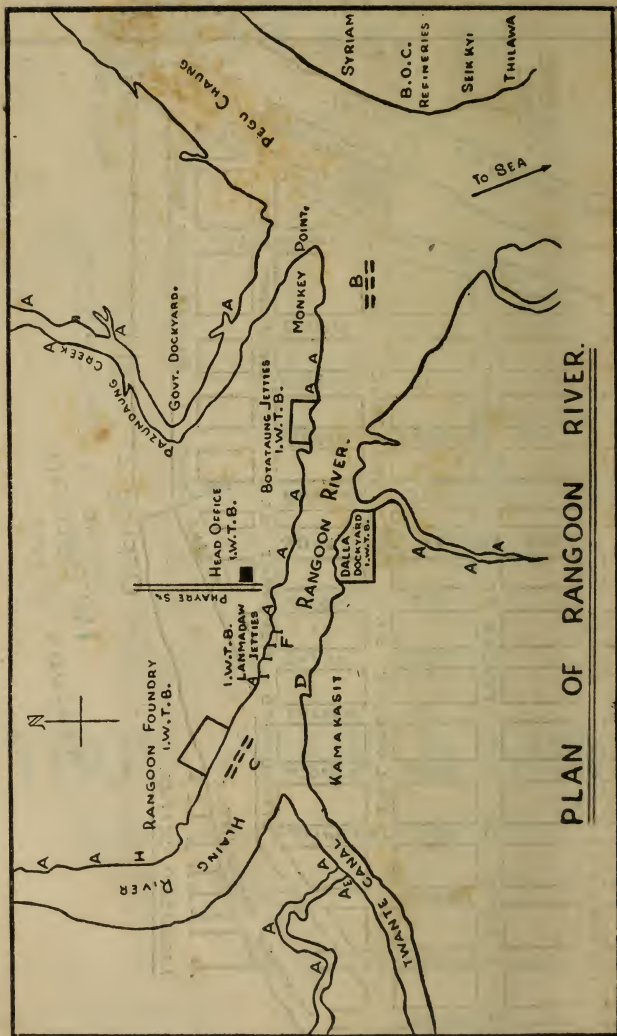
Rangoon.

Grams: "COUPON."

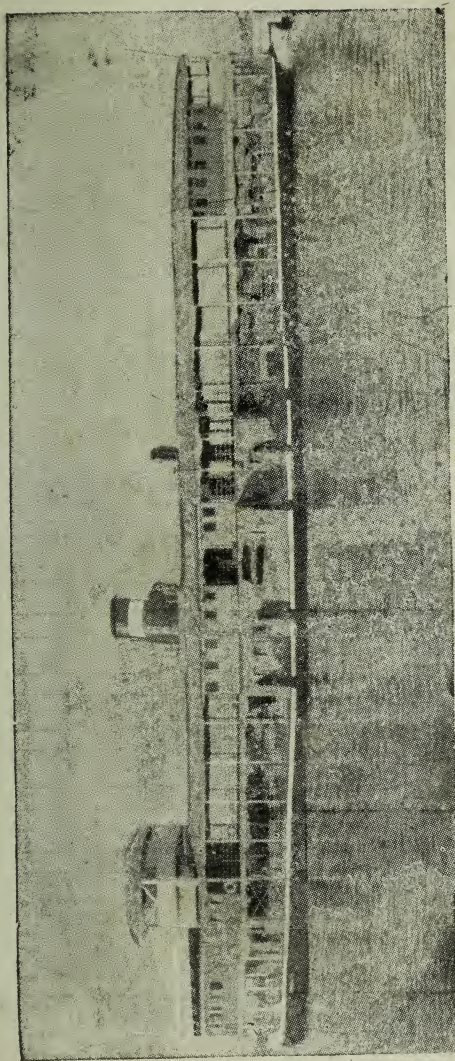
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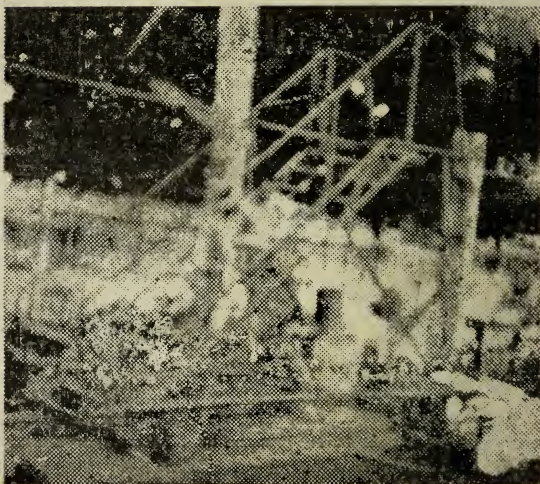
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INLAND WATER TRANSPORT BOARD

(Irrawaddy Section.)

EXTRACTS FROM GENERAL RULES COVERING TRANSPORT OF GOODS.

1. The Rules and particulars contained therein are those at present in force but are liable to alteration from time to time at the option of the Inland Water Transport Board (Irrawaddy Section.)

2. Any complaints *re* errors or overcharges should be made on discovery to the General Manager of the Inland Water Transport Board (Irrawaddy Section) Rangoon.

3. In order to prevent irregularities and ensure prompt attention it is requested that all communications and documents be addressed to the General Manager, except replies to specific enquiries or letters from other officials of the Inland Water Transport Board (Irrawaddy Section.)

4. No person will be entitled to a refund of an overcharge for Freight unless his claim for refund has been made in writing within six months from the date of delivery of the Animals or Goods.

This rule also applies to Racing and Passage Concessions.

Refunds are granted in Head Office only.

5. The Inland Water Transport Board (Irrawaddy Section) will not be responsible for any damage to, or loss of, property unless notice of such loss or damage be made in writing to the Steamer Master or the Agent before removal or delivery of the property or of the package or packages the contents of which are alleged to be damaged or lost.

6. Passengers are allowed personal luggage free according to the scale shown on page 12.

When luggage in excess of the free allowance is found unbooked *en route* or at destination, the whole will be reweighed and charged for and no free allowance will be made. All packages unbooked and/or carried by passengers are entirely at Owner's Risk.

7. Cotton, Dangerous Acids, Live Stock, Perishables, Glass and fragile articles are carried at "Owner's Risk."

8. Shippers must satisfy themselves that their packages are properly addressed and the shipping orders correctly written out as the Inland Water Transport Board (Irrawaddy Section) accepts no responsibility as to accuracy in either case and will hold senders liable for any mistake or misdeclaration.

9. Every package in a consignment must be clearly marked

by the sender in English or Burmese with the name of consignee and destination. Articles that cannot be durably marked in the ordinary manner must have a leather, metal or wooden label attached to each bundle or article at the forwarding station by senders. Bundles of silk and cloth must have a patch of white cloth sewn on them by senders for steamer marking.

10. A package containing two or more classes of goods is charged on the whole weight at the rate for the highest class of goods.

11. The Inland Water Transport Board (Irrawaddy Section) can accept no liability for fragile goods when damage is due to bad or defective packing or to careless loading or discharge.

12. Ropes etc., for securing heavy pieces of machinery and other exceptionally heavy, dangerous and bulky articles, must be supplied at the risk and expense of sender.

13. Cheques will not be accepted for payments made to the Inland Water Transport Board (Irrawaddy Section) except under special arrangements with the General Manager.

14. Freight on Ammunition, Explosives, Dangerous Acids, Newspapers, Books, Magazines, Empty Boxes, Tins, Baskets, Gunnies, Livestock, Fresh Fruit, Vegetables and perishable goods must be Prepaid.

15. With regard to shipments of Motor cars the Inland Water Transport Board (Irrawaddy Section) accepts no liability for detachable fittings such as rubber mats, spare tyres, lamps, inflators, tools, belts, etc., unless they are securely packed in cases and a receipt is given for them. Petrol tanks, carburettor and other parts must be cleaned thoroughly and freed of petrol vapour.

16. Ponies and Horses,—Animals measuring 13 hands 2 inches or under are classed as "Ponies" (One hand equals 4 inches.)

Animals measuring over 13 hands 2 inches are classed as "Horses."

17. When Shipments of oil in Casks or Tins are made, Cargo Receipts will be made out as follows:—

"Casks, Tins said to contain Oil. Not responsible for leakage or for contents."

No Casks or Tins of Oil of any description will be accepted if found to be leaking, however slightly.

18. Where space occupied is excessive in comparison with weight the Inland Water Transport Board (Irrawaddy Section) reserves the right to charge on Cubic measurement at 50 cu. ft. to the ton.

19. Petroleum and Petroleum products will not be accepted for carriage unless they comply with the rules enforced under

Section 52 of the Inland Steam Vessels Act of 1917 referred to below.

“Dangerous Petroleum” means Petroleum or petroleum products having a flashing point below 76 degrees Fahrenheit.

Such petroleum products as Petrol, benzoline, benzine etc. have a flashing point below 76 degrees and are therefore classed as dangerous.”

“Non-dangerous Petroleum” means Petroleum or petroleum products having a flashing point of 76 degrees Fahrenheit and over.

20. Earth Oil and Crude Oil in wooden casks will on no account be accepted by any passenger steamer or any vessel in tow of such steamer. If shipped in tins or drums they must comply with Government Regulations as set forth below :—

No “dangerous petroleum” (see above) shall be carried on board an inland steam or motor vessel unless :—

- (a) it is contained in gas tight tinned or galvanised sheet iron steel or lead plate receptacles containing each not more than forty gallons and fitted with well made filling holes and well fitting screw plugs, or with screw cap or other cap with metal airtight undercap, and each receptacle is packed in a strong wooden case, the thickness of the wood being not less than three-eighths of an inch, provided that wooden cases shall not be necessary where the receptacles are made of tinned or galvanised sheet iron or steel and have the following thickness of metal :—

Capacity not exceeding	2	gallons—not less than	27	BWG
“ over 2 and up to 4	“	“	“	22 “
“ “ 4 “ “ “ 8	“	“	“	20 “
“ “ 8 “ “ “ 20	“	“	“	16 “
“ “ 20 “ “ “ 30	“	“	“	14 “
“ “ 30 “ “ “ 40	“	“	“	12 “
“ “ 40 “ “ “ 65	“	“	“	10 “

- (b) an air space of at least one tenth of its capacity is left in each receptacle at time of filling.
- (c) the receptacles are so substantially constructed and secured as not to be liable, except in circumstances of gross negligence or extraordinary accident, to be broken or to become defective, leaky, or insecure ; and
- (d) a label, in conspicuous characters, stating the descriptions of the petroleum with the addition of the words “highly inflammable” and the name and address of the sender is attached to the vessel or to the case in which it may be contained.

21. No "Non-dangerous Petroleum" (see above) shall be carried on board an inland steam or motor vessel carrying passenger unless it is contained either :

- (a) in securely stopped metal vessels of a capacity not exceeding ten gallons ; or
- (b) in securely stopped glass or stoneware vessels securely packed in wooden cases enveloped in painted cloth, tarpaulin, or some not readily inflammable material or
- (c) in securely stopped tins so stowed and secured that they cannot shift, and packed either in wooden cases or with a tarpaulin or layer of matting or dunnage placed between each tier of tins and on the deck under the tins.

The vessels referred to in (a) when not packed in wooden cases shall be of a thickness :—

Capacity	not exceeding 2 gallons—	not less than 25 BWG
"	over 2 and up to 4 gallons	" " " 22 "
"	" 4 gallons	" " " 16 "

Any person committing a breach of any of the foregoing rules shall be punished with imprisonment for a term which may extend to six months or with a fine which may extend to five hundred kyats, or with both.

22. No Sulphuric Acid can be accepted for shipment unless it complies with the Inland Steam Vessels Act, 1884, which states :—

"No Sulphuric Acid shall be carried on board any Inland Steam Vessel unless such Acid is contained in securely stoppered glass bottles or leaden cases packed upright in wooden cases in which no other goods are packed and which have sloping covers distinctly labelled "Sulphuric Acid—Dangerous."

23. Sulphuric acid can be accepted for shipment in Steel Drums not exceeding 1,400 lbs. (388 viss) when filled, subject to the following conditions :—

1. The drums must be made of best quality mild steel sheets.
2. The drums must be welded or rivetted.
3. The thickness of the metal must be not less than 1 B.G. (2.517 m.m.) for body and 10 B.G. (3.175 m.m.) for ends.
4. The ends must be flanged, let into the body of the drum from 1 to 1½ inches and strengthened and welded steel hoops, either securely shrunk on to the body of the drum with projecting beads to cover the ends, or welded to the body of the drum.
5. Two solid rolling hoops must be shrunk on to the body of the drum.

6. The drum must be provided with a well fitting screwed steel plug and steel boss, the boss to be welded to the drum. The plug, when screwed home, must not project beyond the rolling hoops or chime.
7. The drum must have been tested under internal pressure of 20 lbs. per square inch and proved air tight, and this test must be repeated whenever the drum shows signs of deterioration and at intervals of not more than six months.
8. The drum must be in good condition and free from rust. The outside of the drum must be painted or varnished, and the paint or varnish must be renewed as often as is necessary to preserve the drum from rusting.
9. The drums must be labelled "**Sulphuric Acid Dangerous,**" must be stowed away from the boilers, and must only be carried on a part of the deck which is isolated from passengers and from which the drums could easily be thrown overboard if necessary.

24. Freight Cartridges and Explosives is to be pre-paid, except when shipped by Government Departments. Consignments not taken delivery of will be made over on Guarantee to the nearest Senior Agent.

Wet cases of Dynamite are dangerous and will not be accepted.

Explosives including Detonators may be jettisoned (thrown overboard) when just cause calls for such action without the Inland Water Transport Board being held responsible for any claim or loss thereby.

Cartridges may be accepted in any quantity.

No explosive shall be loaded on, or unloaded from any carriage or vessel between sunset and sunrise.

During the loading or unloading of an explosive no person shall, nor shall any person be allowed to, bring into, have or use in dangerous proximity to such explosive, any fire or any article or liquid or substance which is liable to cause or communicate fire or explosion (such as charcoal, matches or petroleum) or (unless the use of a light is unavoidable) any light.

During the loading or unloading of an explosive no person shall smoke, nor shall be allowed to smoke, on, in or dangerously near to the carriage or vessel containing such explosive.

During the loading or unloading of an explosive no person wearing boots or shoes with iron steel nails, heels or tips shall handle nor shall be allowed to handle, such explosive.

In the loading or unloading of an explosive the casks or packages containing the explosive shall be passed from hand to

hand and shall not be rolled along and they shall not be thrown down or dropped but shall be carefully deposited and stowed.

No explosive which contains its own means of ignition shall be conveyed in any carriage or vessel which is being used for the conveyance of an explosive not of the same class and division, unless it is sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

Due precautions shall be taken by means of partition or otherwise and by careful stowing, to secure any explosive from being brought into contract with or endangered by, any other article or substance conveyed in the carriage or vessel, which is liable to cause fire or explosion, and if the explosive is dangerously affected by water, due precaution shall be taken to exclude water from coming into contact with such explosive.

Para 90. No explosive shall be conveyed in any carriage or vessel plying for or carrying public passengers.

The carriage or vessel conveying an explosive shall be in charge of, and constantly attended by some competent person, or by a sufficient number of competent persons.

The person in charge of a carriage or vessel conveying an explosive shall not drive, conduct or manoeuvre such carriage or vessel in a dangerous or negligent manner.

No person who is intoxicated shall, nor shall he be permitted to have charge of, or be in, on or attending to, any carriage or vessel conveying explosives.

Nothing in rule 90 shall apply to the conveyance by passenger steamers plying on inland waters in Union of Burma of any quantity of explosives of Class 1, 2 or 3 not exceeding 50 lbs. contained in one full case.

Provided that the consignment shall be packed in such manner as may from time to time be approved by the Chief Inspector of Explosives, and stored on the steamer suitably and safely and as far away as possible from inflammable cargo, living quarters, engines boilers or any other place where there is fire.

Explosives will not be accepted during rain by open Sampan.

25. No Person shall deliver or tender for carriage any dangerous goods without giving notice and without distinctly marking their nature on the outside of the package containing the goods.

26. If cargo is not taken delivery of within 72 hours after Steamer's arrival Demurrage on same will be charged at 19 pyas per package per week or part of a week for the first three months after which 38 pyas per package per week will be

charged. For any bulky or large package the Inland Water Transport Board reserves to itself the right to charge Special Rates. The foregoing rule does not apply to Bharno and Katha Agencies where no Godown Rent is charged if freight is pre-paid or paid within one week of arrival of the goods.

Other craft than those belonging to the I. W. T. Board are not allowed to come alongside to I. W. T. Board's Station Flats to load. Shippers wishing to remove cargo which they have stored on our station flats may take same ashore after payment of Flat rent at the rate of Nineteen Pyas per package per week.

27. Perishable consignments will be sold if not taken delivery of within 36 hours. Other cargo not claimed within six months will be sold to cover freight, handling and storage charges.

28. Under Forest Department Notification No. 332, dated 27th December 1926, Forest Rule No. 57 has been amended whereby converted Timber carried by the I. W. T. Board's Steamers is exempted from the necessity of being covered by Removal Pass. The I. W. T. Board reserves to itself the right to accept the measurement shown in the shippers invoices or to reject same and charge freight on the actual space occupied on the steamers, launches, or flats, at the rate of 50 cubic feet to the ton.

29. Receipts or Bills of Lading issued by a Railway Board, or Steamer Board for the fare for the conveyance of passengers or goods or both or animals, or given to such Board for the refund of an overcharge made in respect of such fare are exempted by Government from bearing the usual six pyas stamp *vide* Amendment of 18th July 1908 in Rule 22 of Indian Stamped Act, 1899.

30. A Cargo Receipt is the Board's official document for cargo received for transport by its steamers, launches or flats, subject to the following conditions—

- (1) The acceptance of a Cargo Receipt by the shipper constitutes a contract between the Board and the shipper whereby the Board undertakes, subject to the conditions set out hereunder, to deliver the goods which are the subject of this contract to the person producing the Cargo Receipt at the destination referred to therein and demanding delivery of the goods.
- (2) All risk of navigation, loading and unloading goods, destruction and damage, by fire, robbery, weather, wreck of boat, separation of flat from steamer or any cause of whatever nature or kind soever to be borne by the shipper.
- (3) When goods are not promptly taken delivery of by consignees from vessels' deck they will be removed and

stored by the Inland Water Transport Board at consignee's risk and expense and the Inland Water Transport Board will not be liable for any loss, destruction or deterioration of, or damage to, such goods or any of them from whatever cause arising after the lapse of free time notwithstanding that the Inland Water Transport Board shall be entitled to be paid the authorized charges for goods so left on their premises.

- (4) All packages are conveyed by the Inland Water Transport Board subject to the condition that their contents shall be truly described in the column headed "Description of goods" and the shipper must state truly whether the packages or any and which of them contain any and what amount and value of cash, bank notes, valuable securities or documents of any description, gold or silver, manufactured or unmanufactured, jewels, precious stones, or other small articles of large value of any description, and such statement of contents and value must be made at the time of receipt of the packages by the Inland Water Transport Board and freight paid for accordingly.
- (5) Any statements regarding weight and/or contents shown on a Cargo Receipt do not imply, on the part of the Inland Water Transport Board, an admission as to their correctness, they are used solely for the purpose of calculating freight, and, in the case of weights are merely approximate.
- (6) The Inland Water Transport Board reserves the right of re-measurement, re-weighment, re-classification and re-calculation of rates and other charges and of correction at destination of any errors and of collecting any amounts that may have been omitted or undercharged.

31. The Board will allow their clerks to take charge of Cargo Receipts for the convenience of shippers. It must however be understood that in doing so the clerks are acting entirely as agents for the shipper and the Board will not be responsible for any loss incurred owing to the Cargo Receipts being lost or given to wrong persons.

32. Agents must not deliver cargo on guarantee bond without reference to the Head Office, or without first ascertaining the wishes of the shipper. In cases of extreme urgency, such as shipments of perishables, delivery may be granted at once on guarantee but only after payment by consignees of the estimated value as security. This can be refunded after the necessary precautionary steps indicated above have been taken. Any telegraphic messages sent in connection with the above and/or with lost Cargo Receipts must be at applicant's expense.

33. The Board will not be responsible for the arrival of goods at any station with any definite time, nor is space nor despatch of goods by any particular steamer guaranteed.

34. The Board does not undertake to serve notice of arrival of goods to shippers, consignees or their agents and non-receipt of such advice will not entitle the consignee to exemption from wharfage, demurrage and handling charges if the goods are not taken delivery of within the free time allowed.

35. Freight and charges on all goods must be paid either when goods are presented for despatch or at time of delivery and all goods are subject to lien, not only for the freight, wharfage, demurrage and handling charges on the particular goods, but also for any general balance which may be due to the Board by the owner or consignor or consignee of such goods. If the money in respect of which goods are detained be not paid, they may be sold by auction, in the case of perishable goods at once and in the case of other goods on the expiry of 15 days notice of the intended auction, and the proceeds applied in liquidation or reduction of the amount due and expenses.

36. A consignee must take delivery of goods forming part of a consignment whenever they are available for delivery, notwithstanding that the remaining goods are short or damaged or have not arrived at their destination or are otherwise not available for delivery; and if the consignee does not take delivery of such goods forming part of a consignment as are available for delivery, they will be subject to godown, handling, demurrage and other charges if not removed within the time allowed for removal.

37. The Board under the Carriers Act of 1865 is exempted from liability for the loss of or damage to goods delivered to them for carriage which exceed Rs. 100 in value and are of the description contained in the list of Excepted Articles given below unless the value and description thereof shall have been expressly declared at the time of booking.

Further in terms of Section 4 of the Carriers Act, Steamer Concerns are empowered to levy an extra charge for the risk undertaken in carrying Excepted Articles exceeding Rs. 100 in value.

- (a) Gold or Silver, coined or uncoined, manufactured or unmanufactured.
- (b) Plated Articles.
- (c) Cloths and tissue and lace of which precious metals form part, not being the uniform or part of the uniform of an officer, soldier, sailor, police officer, or a member of the Auxiliary Force, India or of any public officer, British or Foreign, entitled to wear uniform.

- (d) Pearls, precious stones, jewellery and trinkets.
- (e) Watches, clocks or time-pieces of any description.
- (f) Government securities.
- (g) Stamps and stamped paper.
- (h) Bills of exchange, hundies, promissory notes, bank and currency notes and orders or other securities for payment of money.
- (i) Maps, writings and title deeds.
- (j) Paintings, engravings, lithographs, photographs, carvings, sculpture, and other works of art.
- (k) Art pottery, and all articles made of glass, china, marble.
- (l) Silks in a manufactured or unmanufactured state and whether wrought up or not wrought up with other materials.
- (m) Shawls.
- (n) Lace and furs.
- (o) Ivory, ebony, coral and sandalwood.
- (p) Musk, itr, sandalwood oil and other essential oils used in the preparation of itr, or other perfume.
- (q) Musical and scientific instruments.
- (r) Feathers of all kinds.
- (s) Narcotic preparation of hemp, such as ganja, charas, bhang, etc.
- (t) Opium.
- (u) India-rubber, crude.
- (v) Jade, jadestone and amber.
- (w) Gooroochand or Gooroochandani.
- (x) Zahir, Mohra, Khatai.
- (y) Cinematograph films and apparatus.
- (z) Platinum, Iridium, Palladium, Tantalum, Osmium, Ruthenium, Rhodium, Radium and its preparations, Agarwood.

Any articles of special value which the President of Union of Burma may, by notification in the *Gazette of Union of Burma* add to this schedule.

38. The exact weight of any single cargo shipped by vessels of I. W. T. Board, Irrawaddy Section, weighing one ton and over, should be properly marked on same by the shipper. In cases where it is difficult to determine the exact weight, approximate weight as near thereto would suffice.

The marking should be plain and visible as required by Article 22 of the Constitution of the International Labour Organization.

LAUNCH SERVICES

Conditions of Carriage

On services on which Cargo Receipts are not issued, including all Delta Launch Services with the exception of Rangoon/Henzada/Prome Launches, Rangoon/Bassein Express Launches and Cargo Barges and Rangoon-Laboota Launches cargo is accepted for conveyance on the undernoted conditions.

Shipments have to be either clearly marked with the consignee's name or else a letter addressed to the consignee is to be made over to the Secunnie along with the goods. The destination of the cargo must also be stated verbally when cargo is handed over for numbering and manifesting as Secunnies are not literate in English. All such consignments are accepted on the understanding that the consignee will apply for and take delivery immediately on arrival of the vessel at the station to which the cargo is consigned and it is understood that same will be delivered by the launch to the party applying for the consignment in the name of the consignee as indicated by the shipper.

Delivery granted under the above circumstances releases the Board from further liability as delivery is made in good faith and the Inland Water Transport Board do not hold themselves in any way responsible for assuring that the party who applies for delivery is or is not the correct consignee according to the intention of the shipper.

Under these circumstances it is very necessary for shippers and consignees to co-operate as closely as possible regarding expected shipments so that their own interests may be protected.

The above is the system which has for all time been in force as regards services where Cargo Receipts are not issued and, the despatch of a consignment by any shipper implies the cognizance and acceptance of these conditions.

ကုန်တင်ခွင့်လက်မှတ်နှင့် တန်ဆာများအတွက် ကုန်သည်နှင့် ပြည်တွင်း
 ရေကြောင်း သယ်ယူပို့ဆောင်ရေးအဖွဲ့ (ရော့ဝတီဌာန) တို့
 မည်ကဲ့သို့ ဆက်သွယ်လုပ်ကိုင်ကြရမည်မှာ အောက်ပါအတိုင်းဖြစ်သည်။

ကုန်များတင်ရန်။

- ၁။ ကုန်တင်ခွင့် လက်မှတ်ကို သက်ဆိုင်ရာ မြို့ဆိပ်ကမ်းရုံးတွင်သော်၎င်း၊
 ကိုယ်စားလှယ်များထံတွင်သော်၎င်းဦးစွာတောင်းယူရန်။
- ၂။ ၎င်းကုန်တင်ခွင့်လက်မှတ်ကိုဆိုင်ရာအရာရှိကသော်၎င်း၊ ကိုယ်စားလှယ်
 ကသော်၎င်း ထုတ်ပေးလိုက်သည့်အခါ မာလိန်ရှိသောသင်္ဘောတွင်
 မာလိန်ကို၎င်း၊ မာလိန်မရှိသောသင်္ဘောတွင်စ။ ကာနီကို၎င်းသွားရောက်
 မြဲသခါ၊ တန်ဆာအမှတ်စဉ်နှင့် ကုန်တင်ရမည့်နေရာအမှတ်အသားများ
 ကိုရယူရန်။
- ၃။ ထိုသို့ရယူပြီးသည့်နောက်၎င်းကုန်များကို၊ မာလိန် (သို့မဟုတ်) စ။ ကာနီ
 တို့က၊ ကုန်သည်၏ရှေ့တွင် ချိန်တွယ်ကာကုန်အမျိုးအမည်၊ ဦးရေနှင့်
 အလေးချိန်တို့ကိုကုန်တင်ခွင့်လက်မှတ်ပေါ်တွင်ရေးသားဖော်ပြရန်။
- ၄။ ထိုသို့ရေးသားဖော်ပြထားသောကုန်တင်ခွင့်လက်မှတ်ကိုသင်္ဘောစာရေး
 အားပြ၍တန်ဆာပြုလုပ်ရန်။
- ၅။ တင်လိုက်သည့် ကုန်များအကယ်၍တင်စဉ်က အနည်းနှင့် အများပျက်စီး
 ချို့ယွင်းခြင်းရှိပါက မာလိန် (သို့မဟုတ်) စာရေး (သို့မဟုတ် စ။ ကာနီ
 သည်) တန်ဆာပေါ်တွင် မည်ရွေ့မည်မျှပျက်စီးကြောင်းဖော်ပြလိမ့်မည်။
- ၆။ ကုန်သည်ကမိမိသဘောအလျောက်တန်ဆာကို သင်္ဘောစာရေးလက်သို့
 ပေးအပ်လျှင် သင်္ဘောစာရေးသည်လက်ခံလိမ့်မည်။ သို့ရာတွင်အကြောင်း
 တစုံတခုကြောင့် တန်ဆာပျောက်ဆုံးလျှင်သော်၎င်း၊ မှားယွင်းပေး
 မိလျှင်သော်၎င်း ပြည်တွင်း ရေကြောင်းသယ်ယူ ပို့ဆောင်ရေးအဖွဲ့
 (ရော့ဝတီဌာန)မှတာဝန်ယူလိမ့်မည်မဟုတ်။
- ၇။ ကုန်ရွေးယူသည့်အခါ ကုန်များလျော့ပေါ့ပျက်စီးခြင်း တွေ့ရှိလျှင်သော်
 ၎င်း၊ အကြောင်းတစုံတခုကြောင့်မကျေနပ်မှုဖြစ်ခဲ့လျှင် သော်၎င်း၊ ၎င်း
 ကုန်များကိုမထုတ်ယူမှီသတ်ဆိုင်ရာကိုယ်စားလှယ် (သို့မဟုတ်) မာလိန်
 နှင့်စာရေးများကိုတိုင်ကြားကြရမည်။ ကုန်များကိုထုတ်ယူရွှေ့ပြောင်းပြီး
 လျော့ပေါ့ပျက်စီးကြောင်း တိုင်ကြားလျှင် တာဝန်ယူလိမ့်မည်မဟုတ်။
 ဤကဲ့သို့ ကိစ္စမျိုးပေါ်ပေါက်လာလျှင်မူလ ကျသင့်သောကုန်တန်ဆာ

ကိုပေး၍ တန်ဆာပေါ်တွင် မကျေနပ်သည့်အချက်ကို၊ မှင်ဖြင့်သော်၎င်း၊ မပျက်နိုင်သောခဲဖြင့်သော်၎င်းရေးသားလိုက်ပါ။ ၎င်းနောက်စာရေးထံမှ တန်ဆာခဆောင်ရသောပြေစာကိုတောင်းယူ၍ ရန်ကုန်မြို့ပြည်တွင်းရေကြောင်း သယ်ယူပို့ဆောင်ရေးအဖွဲ့ (ဧရာဝတီဌာန) သို့ စာဖြင့်တိုင်တန်းပါက အရေးယူစစ်ဆေးခြင်း ပြုပြီးလျှင် စာဖြင့် အကြောင်းပြန်ကြားလိမ့်မည်။

ကုန်များရွေးယူရန်။

- ၈။ ကုန်များရွေးယူရန်အတွက် တန်ဆာကိုစာရေးအားပြပါ။ စာရေးက တန်ဆာပေါ်တွင် ဘောင်းခံရမည့် တန်ဆာကို ရေးသား၍ထားရမည်။ ၎င်းရေးထားသည့်တန်ဆာခအတိုင်းကုန်သည်များကပေးရမည်။ ကိုယ်စားလှယ်များထံမှကုန်ရွေးယူလျှင်လည်း၊ ထိုနည်းအတိုင်းတန်ဆာခနှင့် ကူလီခ၊ ဂိုဒေါင်ခများကိုချေးသားထားရမည်။ ကုန်သည်က ၎င်းရေးသားထားသည့်အတိုင်း ကျသမျှပေးရမည်။ သင်္ဘောပေါ်မှ ကုန်ရွေးယူရာ၌ စာရေးထံ ကုန်တန်ဆာခပေးပြီးလျှင် ၎င်းတန်ဆာကို စူကာနီအားပြ၍ ကုန်ထုတ်ယူပါ။ တန်ဆာတွင် ကုန်ပြည့်ရရှိကြောင်း လက်မှတ်ရေးထိုးရပါမည်။
 - ၉။ တန်ဆာခပေးဆောင်ပြီးလျှင် ပြေစာများကို ရအောင်တောင်းယူပါ။ တောင်းလို့ မရလျှင်ရန်ကုန်မြို့ ဤဌာနသို့စာနှင့်တိုင်တန်းပါ။
 - ၁၀။ ဤကဲ့သို့ တန်ဆာခနှင့်ပတ်သက်၍မကျေနပ်မှုရှိခဲ့လျှင်အဆိုပါတန်ဆာခပေးဆောင်ရသည့်ပြေစာဖြတ်ပိုင်းကိုပူးတွဲတင်ပြ၍ (၆)လအတွင်းလျှောက်ထားတောင်းဆိုနိုင်သည်။ (၆လ)မှကျော်လျှင်တောင်းဆိုခွင့်မရှိ။
ခရီးသည်များသည်လက်မှတ် မဝယ်ယူဘဲ လျှော့စျေးနှင့် ပေး၍ခရီးသွားလာခြင်းများကိုရှောင်ကြဉ်ကြပါ။
- ကုန်သည်များလည်း၊ တန်ဆာမပါဘဲသော်၎င်း ကုန်အချိန်ခိုး၍သော်၎င်း သင်္ဘောအလုပ်သမားနှင့် ပင်း၍လျှော့စျေးနှုန်းနှင့် ကုန်တင်ခြင်းကို ရှောင်ကြဉ်ကြပါ။
- အထက်ပါအတိုင်း ပြုလုပ်ခြင်းများသည်၊ ပြည်သူပိုင်လုပ်ငန်းများကို ဖျက်ဆီးရာ ရောက်သည့်အပြင် အရာရှိများ စစ်ဆေး၍ တွေ့ရှိပါက နိုင်ငံတော်ပစ္စည်းရိဖိတ်မှုကိုကြူးလွန်သည့် ဥပဒေအရခိုးသူနှင့်ကြံရာပါ ပုဂ္ဂိုလ်များပါအရေးယူခြင်းခံရလိမ့်မည်။

EXTRACTS FROM INLAND STEAM VESSELS ACT, 1917.*Rules under Section 53.*

In exercise of the power conferred by section 51 of the Inland Steam Vessels Act, VI of 1884, and in supersession of the rules published in Finance and Commerce Department Notification No. 12, dated the 6th February 1888, the Chief Commissioner of Burma, with the sanction of the Governor-General in Council, makes the following rules to regulate the carriage of passengers in inland steam or motor-vessels in Burma:-

(1) The master of an inland steam or motor-vessel shall not permit to be carried thereon a greater number of passengers than that shown in the certificate.

(2) The master of any inland steam or motor-vessel may refuse to receive on board thereof any person who, by reason of drunkenness or contagious or infectious disease or madness, or otherwise, is in such a state, or misconducts himself in such a manner, as is likely to cause annoyance or danger to other passengers on board, and in the case of drunkenness, if such is on board, may put him on shore at any convenient place.

(3) The following Offenders, that is to say—

(i) any person who, being, drunk or disorderly, has been on that account refused admission into any inland steam or motor-vessel by the owner or person in charge of such steam or motor-vessel and who, after having the amount of his fare (if he has paid the same) returned or tendered to him, nevertheless persists in attempting to enter such steam or motor-vessel;

(ii) any person who is drunk or disorderly, or commits any of the acts specified in clause (a) or (b) of sub-rule (i) of Rule 3A on board any inland steam or motor-vessel, and who being requested by the owner or master to leave the same at any place at which he can conveniently do so, and after having had the amount of his fare (if he has paid the same) for the uncompleted portion of his journey returned or tendered to him, refuses to comply with such request;

(iii) any person on board any such steam or motor-vessel who after warning by the master or any other officer of the steam or motor-vessel molests or continues to molest any passengers or commits any act of indecency;

- (iv) any person, who, after having been refused admission, into any such steam or motor-vessel by the owner or any person in his employ, on account of such steam or motor-vessel being full, and who, after having had the full amount of his fare (if he has paid the same) returned or tendered to him nevertheless persists in attempting to enter the same;
- (v) any person having got on board any such steam or motor-vessel who, upon being requested on the like account by the owner or any person in his employ to leave such steam or motor-vessel before the same has quitted the place at which such person got on board, and who, upon having the full amount of his fare (if he has paid the same) returned or tendered to him, refuses to comply with such request;
- (vi) any person who travels or attempts to travel in any such steam or motor-vessel without having previously paid his fare, and with intent to avoid payment thereof;
- (vii) any person who, having paid his fare for a certain distance knowingly and wilfully proceeds in any such steam or motor-vessel beyond such distance without previously paying the additional fare for the additional distance, and with intent to avoid payment thereof;
- (viii) any person who knowingly and wilfully refuses or neglects, on arriving at the point to which he has paid his fare, to quit any such steam or motor-vessel;
- (ix) any such person who takes or attempts to take luggage with him in any such steam or motor-vessel without having previously paid the freight payable on such luggage, and with intent to avoid payment thereof ;
- (x) any person who travels or attempts to travel in accommodation of a higher class than that for which he has paid his fare with intent to avoid payment of the fare payable for the accommodation he is using ;
- (xi) any person on board any such steam or motor-vessel, who does not, when required by the master or other officer of such steam or motor-vessel, either pay his fare or exhibit such ticket or other receipt (if any) showing the payment of his fare as is usually given to persons travelling by and paying their fare for such steam or motor-vessel, or who does not when so required deliver up his ticket at the end of the journey ;
- (xii) any person who having a ticket for any such steam or motor-vessel, transfers it to any other person with intent to evade the payment of fare by such other person to the owners of the steam or motor-vessel;

- (xiii) any person who, on any such steam or motor-vessel, uses, or attempts to use a ticket on any day or journey for which such ticket is not available, with intent to avoid payment of the fare;
- (xiv) any person trespassing on any such steam or motor-vessel into a compartment reserved for females and occupied by females;
- (xv) any person smoking or in possession of a fire or light of any description in any part of any steam or motor-vessel except where permitted by the master thereof;
- (xvi) any person committing a nuisance in any part of any such steam or motor-vessel; and
- (xvii) any person embarking on, or disembarking from, or attempting to embark on, or disembark from, any such steam or motor vessel while such steam or motor-vessel is in motion;

shall, for every such offence, be liable, on conviction before a Magistrate, to a penalty not exceeding Ks. 20, but such liability shall not prejudice the recovery of any fare payable by him.

- (3A) (i) Any person who on any inland steam or motor-vessel—
- (a) solicits or collects stakes for the game of *ti* or any other game or pretended game of a like nature, or
 - (b) plays for money or other valuable things with any instrument of gaming,

shall be liable on conviction before a Magistrate to a penalty not exceeding Ks. 20, but such liability shall not prejudice the recovery of any fare payable by him.

(ii) The owner or master of any such vessel may put any person who commits any of the acts specified in clause (a) or (b) of sub-rule (i) of this rule on shore at any convenient place after returning or tendering to such person, the amount of his fare (if he has paid the same) for the uncompleted portion of his journey.

(4) Any passenger travelling on an inland steam or motor-vessel without a proper ticket, or having such ticket and not showing it or delivering up the same when so required to any servant of the steam or motor-vessel administration duly authorized to examine or collect the same shall be liable to pay the fare of the class in which he is found travelling from the place when the steam or motor-vessel originally started, unless he can prove that he has travelled a less distance only, in which case he shall be liable to pay the fare of the class aforesaid only from the place whence he has travelled. Every such fare shall, on application by a servant of the steam or motor-vessel administration to a Magistrate, and on proof of the passenger's conviction, be recoverable from such passenger as if it were a fine, and shall, when recovered, be paid to the steam or motor-vessel administration.

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DALLA DOCKYARD, DALLA, RANGOON

TELEPHONE No. 17, KANAUNGTOE

The General Manager,

Inland Water Transport Board

(Irrawaddy Section,)

50, PHAYRE STREET

RANGOON.

Telephone Nos: S. 489

S. 549

S. 565

Telegrams:

"IRRAWADDY"

POSTAL AND OTHER INFORMATION.

Inland Postage		Ordinary Mail		Air Mail	
		Rs.	A. P.	Rs.	A. P.
Letters—	Up to 1 tola	...	0 2 0	0 1 0	For
	Every addl. „	...	0 1 0		every
Parcels—					tola.
	Not exceeding 40 tolas	...	0 6 0		
	For every addl. 40 tolas or fraction thereof up to 880 tolas	...	0 6 0		

Note:—All Parcels exceeding 440 tolas in weight must be registered.

Postage to India		Ordinary Mail		Air Mail	
Letters—					
	Not exceeding 1 oz.	...	0 5 6	0 4 0	for
	For every addl. 1 oz. or part of that weight	...	0 3 0		every
Parcels—					$\frac{1}{2}$ oz.
	Not exceeding 1 lb.	...	1 0 0		plus
	Exceeding 1 lb. but not exceeding 2 lbs.	1 0 0			ordinary
	„ 2 lbs but not exceeding 3 lbs.	1 4 0			postage.
	„ 3 lbs but not exceeding 7 lbs	2 8 0			
	„ 7 lbs but not exceeding 11 lbs.	3 12 0			
	„ 11 lbs but not exceeding 22 lbs.	6 8 0			

Postage to U.K.		Ordinary Mail		Air Mail	
Letters—					
	Not exceeding 1 oz.	0 5 6	A flat rate of	0 10 0	Exclu-
	Every addl. oz or part of that weight	0 3 0	per $\frac{1}{2}$ oz. or part thereof		sive of
					postage.

Parcels—		Ordinary Mail direct.	
Not over 2 lbs	...	2 1 0	
„ „ 3 „	...	2 1 0	
Over 3 lbs but not over 7 lbs.		3 3 0	
Over 7 lbs but not over 11 lbs.		4 8 0	
Over 11 lbs but not over 22 lbs		6 12 0	

Telegrams—			
Inland—		To India—	
Ordinary (Unit number of words 8)	0 9 0	1 2 0	
Each additional word	0 1 0	0 2 0	
Express (Unit number of words 8)	1 2 0	2 4 0	
Each additional word	0 2 0	0 4 0	

To U. K.

Ordinary— $12\frac{1}{2}$ as. per word subject to a minimum charge as for 5 words per telegram.

Express— Double the ordinary rate subject to a minimum charge as for 5 words per telegram.

(Foreign Urgent telegrams are not accepted at present in Burma).

“Payment may be made in the equivalent of Kyats and Pyas according to the Table of Conversion”

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(ESTABLISHED IN BURMA 1933.)

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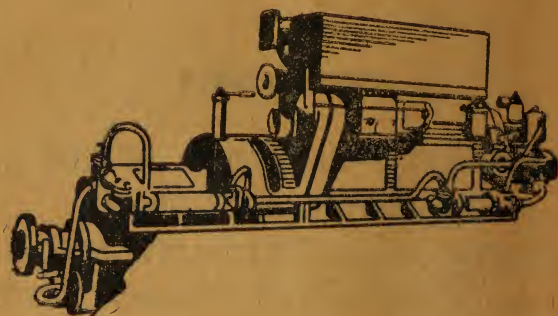
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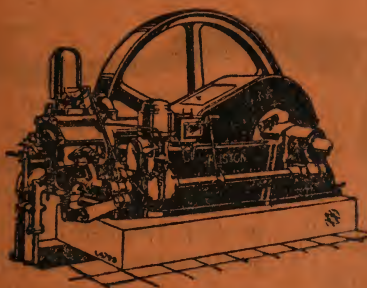
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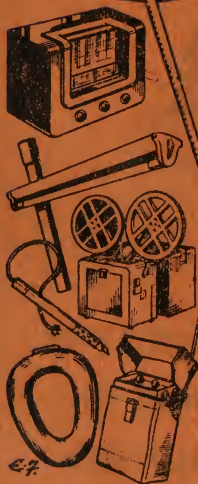
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Exclusive of Messing

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		First Class		Second Class		Deck	
		Ks.	Ps.	Ks.	Ps.	Ks.	Ps.
Rangoon to Prome	...	64	70	38	82	12	94
Yenangyaung	...	78	15	46	89	15	63
Nyaungoo	...	84	05	50	43	16	81
Pakokku	...	85	65	51	39	17	13
Myingyan	...	87	20	52	32	17	44
Mandalay	...	93	45	56	07	18	69
Prome to Yenangyaung	...	40	0	24	0	8	0
Nyaungoo	...	56	55	33	93	11	31
Pakokku	...	59	70	35	82	11	94
Myingyan	...	63	15	37	89	12	63
Mandalay	...	73	15	43	89	14	63
Mandalay to Pakokku	...	31	90	19	14	6	38
Nyaungoo	...	36	55	21	93	7	31
Yenangyaung	...	54	05	32	43	10	81
Prome	...	73	15	43	89	14	63
Rangoon	...	93	45	56	07	18	69

MANDALAY — BHAMO SERVICE

Mandalay to Katha	...	53	15	31	89	10	63
Bhamo	...	66	55	39	93	13	31
Katha to Bhamo	...	25	65	15	39	5	13

RANGOON — BASSEIN SERVICE

Rangoon to Bassein	...	38	52	28	89	9	63
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CHINDWIN SERVICES

Pakokku to Mawlaik	...	63	45	38	07	12	69
Pantha	...	66	25	39	75	13	25
Homalin	...	77	80	46	68	15	56
Monywa to Mawlaik	...	51	25	30	75	10	25
Pantha	...	55	30	33	18	11	6
Homalin	...	72	50	43	50	14	50
Homalin to Kawya	...	4	40	2	64	0	88
Maungkhan	...	8	45	5	07	1	69
Tason	...	9	70	5	82	1	94
Tamanthi	...	17	80	10	68	3	56
Kaunghein	...	28	15	16	89	5	63
Hkamti	...	37	50	22	50	7	50

Bedding and Linen are supplied to 1st Class Passengers.

CONVERSION OF ENGLISH INTO BURMESE WEIGHT.

English Lbs.	Burmese Viss.	English Qrs.	Burmese Viss.	English Tons.	Burmese Viss.
1	·27	1	7·77	1	622·22
2	·55	2	15·55	2	1,244·44
3	·83	3	23·33	3	1,866·66
4	1·11	Cwts.		4	2,488·88
5	1·38			5	3,111·11
6	1·66		1 31·11	6	3,733·33
7	1·94		2 62·22	7	4,355·55
8	2·22		3 93·33	8	4,977·77
9	2·50		4 124·44	9	5,600·00
10	2·77		5 155·55	10	6,222·22
11	3·05		6 186·66	20	12,444·44
12	3·33		7 217·77	30	18,666·66
13	3·61		8 248·88	40	24,888·88
14	3·88		9 280·00	50	31,111·11
15	4·16		10 311·11	60	37,333·33
16	4·44		11 342·22	70	43,555·55
17	4·72		12 373·33	80	49,777·77
18	5·00		13 404·44	90	56,000·00
19	5·27		14 435·55	100	62,222·22
20	5·55		15 466·66	200	124,444·44
21	5·83		16 497·77	300	186,666·66
22	6·11		17 528·88	400	241,888·88
23	6·38		18 560·00	500	311,111·11
24	6·66		19 591·11	600	373,333·33
25	6·94			700	435,555·55
26	7·22			800	497,777·77
27	7·50			900	560,000·00
				1000	622,222·22

NOTES ON BURMESE FESTIVALS

—:o:—

Full Moon of Tabaung :— This is essentially a harvest festival, the paddy crop having been gathered in and sold. The numerous festivals at Pagodas after Thadingyut culminate at Tabaung.

Burmese New Year :—Called the Thingyan festival, or the "Water Festival" occurs in the month of Tagu which corresponds to March-April. During the celebration of this festival "much liquid salutation prevails," and it is undoubtedly the festival most enjoyed by the Burmese people and occasions much good-natured fun and frolic.

Full Moon of Kason—may be termed the Buddhist Christmas being the anniversary of the day on which the Buddha was born, on which he obtained enlightenment and on which he died. This festival is also called in Burmese Nyaungye-thun—festival of pouring water on the banyan tree—and in this form goes back to pre-Buddhist times.

Buddhist Lent :—The Wazo festival marks the beginning of the Buddhist Lent which lasts for three to four months. During this period all marriages are banned, laymen should observe strictly the religious precepts and the Buddhist monkhood remain in the seclusion of their monasteries. The Thadingyut Festival or "Festival of Lights" marks the end of the Lent. Houses and dwelling places, pagodas and shrines, temples and monasteries are brightly illuminated and some very beautiful effects produced.

Tazungdaing takes place about November and on this festival illuminations are again on a lavish scale, especially in Rangoon and Lower Burma as the rains there are not really over when the Thadingyut Festival or "Festival of Lights" takes place. All Burmese festivals have a religious origin and significance and Tazungdaing is not connected with the tradition of the weaving of priestly robes for the Lord Buddha.

Other Festivals or Holy Days—*Bakr-Id* is the big Mahomedan festival, and, as the name implies, is nominally the day for the sacrifice of goats.

Dewali or the "Feast of Lights" is a Hindu celebration and according to Hindu mythology the Gates of Heaven are open during the period of the Feast.

BURMESE AND ENGLISH MONTHS

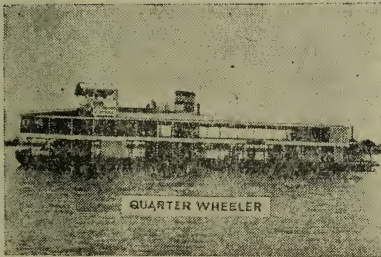
<i>Burmese months.</i>		<i>Corresponding to English months about</i>	
Tagu ...	...	... March	and April.
Kason ...	...	... April	„ May.
Nayone ...	...	... May	„ June.
Wazo ...	...	... June	„ July.
Wagoung	...	... July	„ August.
Tawthalin	...	... August	„ September.
Thadingyut	...	... September	„ October.
Tazaungmone	...	... October	„ November.
Nadaw	...	... November	„ December
Pyatho	...	... December	„ January.
Tabodwe	...	... January	„ February.
Tabaung	...	... February	„ March.

CROPS, ETC., OF UNION OF BURMA.

<i>Names of grains</i>	<i>Basket Weighing</i>	<i>Bags per ton approximate</i>	<i>Crop Season about</i>
Wheat	... 70 lbs.	11	January.
White Beans	... 69 „	11	March.
Red Beans	... 69 „	11	„
Pai Yin	... 72 „	10	February.
Millet	... 62 „	12	„
Maize, Indian Corn	... 55 „	13	October.
Groundnut	... 25 „	15	„
Gram	... 65 „	11	January.
Pai Loon	... 72 „	10	February.
Mut Pai	... 72 „	10	„
Green Peas	... 72 „	10	December.
Black Peas	... 72 „	10	February.
Teelseed or Sessamum	... 54 „	14	September.
Paddy	... 46 „	15	January.
Tobacco	...		„
Cotton (Wagyi), Myingyan Dist.			September.
White Rice	... 75 „	10	
„ Broken Rice	... 72 „	10	
Sargo Rice	... 68 „	11	
Broken Rice	... 68 „	11	
Rice Meal	... 45 „	17	

AVERAGE WEIGHTS.

Oilcake Pressed	...	56/62	viss or	10/11	bags	— 1	Ton
Do Jungle	...	40/50	„ „	13/16	„	— 1	„
Cotton Pressed Bales	...	400 lbs.	or 112	viss 6	in No.	— 1	„
Tobacco Baskets	...	80/100	viss or	6/8	baskets	— 1	„
Do Rolls	...	25/30	„ „	21/26	rolls	— 1	„
Jaggery Cases	...	22/25	„ „	25/29	cases	— 1	„
Tamarind Baskets	...	23/30	„ „	25/29	baskets	— 1	„
Cutch in Baskets	...	5/10	„ „	62/124	„	— 1	„
Do in Cases	...	16/18	„ „	34/39	cases	— 1	„
Rice Large Bags	...	62	„ „	10	bags	— 1	„
Do Small do	...	43/45	„ „	15	„	— 1	„
Do From Mandalay	...	55	„ „	11	„	— 1	„
Mandalay Rice							
Oil, Vegetables, Tins,	10 tins	— 106	viss or 60	tins	— 1	„	
Cotton	352	viss	kappas	make 1	pressed bale.		
Plantains 5 Bunches or 25 Pieces					— 16	Viss.	
One Small Basket Fowls					— 36	Fowls.	
One Medium Size Basket Fowls					— 48	„	
One Large Basket Fowls					— 60	„	



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The famous Arakan Pagoda (Mandalay). Any one who beholds the Maha Muni image sees something of real historical significance. It is usually known by name of Paya Gyi. Thousands of pilgrims go daily to pay homage to this famous Pagoda.

The Taungpyone Natpwe (Mandalay). Takes place yearly in the month of *Wagoung* (August) and almost all people from various towns in Burma are present during the festivities.

Travel by steamer to Mandalay and thence to the above *Paya*, and *Natpwe* by cars or gharries. Besides the abovementioned, there are many other Pagodas at Mandalay of historical importance, which are worth paying a visit yearly.

The Theingo Shin Pagoda Festival (at Pakokku) takes place annually in the month of *Nayone* (May/June). An enjoyable trip to Pakokku by steamer for this *Payapwe* is guaranteed.

The Shwezigon Pagoda (Nyaungoo). In accordance with Lord Buddha's prophecy at "Tunkyi-taung," King Thamokdarit in the year 293 B.E. established the city of Pagan. Of the fifty-five monarchs who successively occupied the throne of the Pagan Dynasty, the forty-second king, entitled Annawrahta erected the Shwezigon Pagoda in the year 421 B.E. As he expired ere the Pagoda was finished, his second successor King Kyansittha had to give the finishing touch to it in 452 B.E. Built by these two great Kings, the Shwezigon is famous for its nine wonders enumerated in Kinwunmingyi's verse. The annual festival of this famous Pagoda is usually held in the month of *Tazaungmone* (October/November) and the influx of visitors who travel by steamers to Nyaungoo for this festival is very great.

The Myathalun Pagoda (Magwe). Lord Gaudama, while resting at Mount Setkatai, was entreated by two *Nat* Ogres to leave a Sacred Souvenir to be worshipped by the future generations, and accordingly He gave them the Emerald Bed on which He was then reclining. The two *Nat* Brothers to commemorate the event erected the Myathalun Pagoda (Magwe) wherein the said Emerald Bed was enshrined. Pilgrims from all over Burma are attracted to this festival, usually held in the month of *Thadingyut* (October) every year.

Take the opportunity of making pilgrimage to this *Paya* during the *Payapwe* period and travel by an I. W. T. Steamer which gives real comfort and pleasure on the way to Magwe.

The Shwezettaw Pagoda (Minbu). The Enlightened Lord Buddha, having pity for the villagers and merchants, after accepting the offering of the "Sandalwood Monastery" wherein He sojourned for seven complete days and at the express request of the King of the Dragons named Nampada left His sacred Footprint on the bank of the Nampada and then proceeded to the Thitsapan Hill where on being entreated by one of his disciples He had likewise to leave another Footprint to be worshipped by the future generations as a sacred Souvenir. Since then, the latter has become the centre of an annual festival known throughout the length and breadth of this country as the "Shwezettaw" festival held in the month of *Tabodwe* (February/March). Thousands of pilgrims travel each year to Minbu by steamers and thence by buses and carts to this Pagoda.

The Shwesandaw is the most famous of the three Pagodas at Prome. Its annual festival takes place in the month of *Tazaungmone* (November) and pilgrims for this Pagoda usually pay a visit to Po U Daung Paya which is situated about seven miles above Prome on the right bank of the river. Steamer to Prome either by the Mandalay Express Steamers or by the Prome Ferry Steamers which call at almost all towns and villages on the banks of the Irrawaddy.

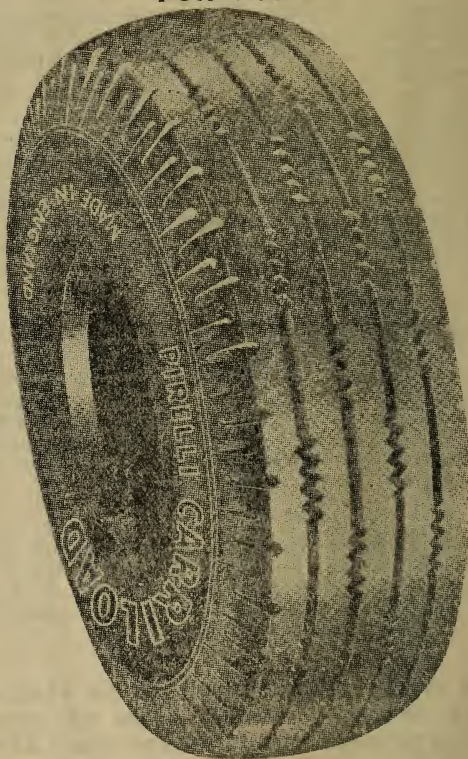
The Mawdin Payapwe which is held in the month of *Tayboun* (February) is the principal festival of Bassein District. Pilgrims in multitudes go to this *Payapwe* yearly by I. W. T. launches to Bassein and thence to Haingyi from where they travel to Mawdin by country canoes and carts.

Pilgrims from various places go by steamers to the above festivals, and in order to encourage pilgrims and to make the functions more attractive the Inland Water Transport Board is arranging for special steamers whenever possible for Travelling Parties bound for these Pagoda Festivals, particulars of which can be obtained on application from Head Office.

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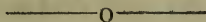
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Arrive Rangoon	...	6.00	P.M.

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Change at Mandalay for Katha, Myitkyina, and Lashio.

Rangoon-Martaban-Moulmein.

Leave Rangoon Up	...	5.00	A.M.
Arrive Martaban	...	5.30	P.M.
Leave Martaban Down	...	7.00	A.M.
Arrive Rangoon	...	7.00	P.M.

Rangoon-Prome.

Leave Rangoon Up	...	6.10	A.M.
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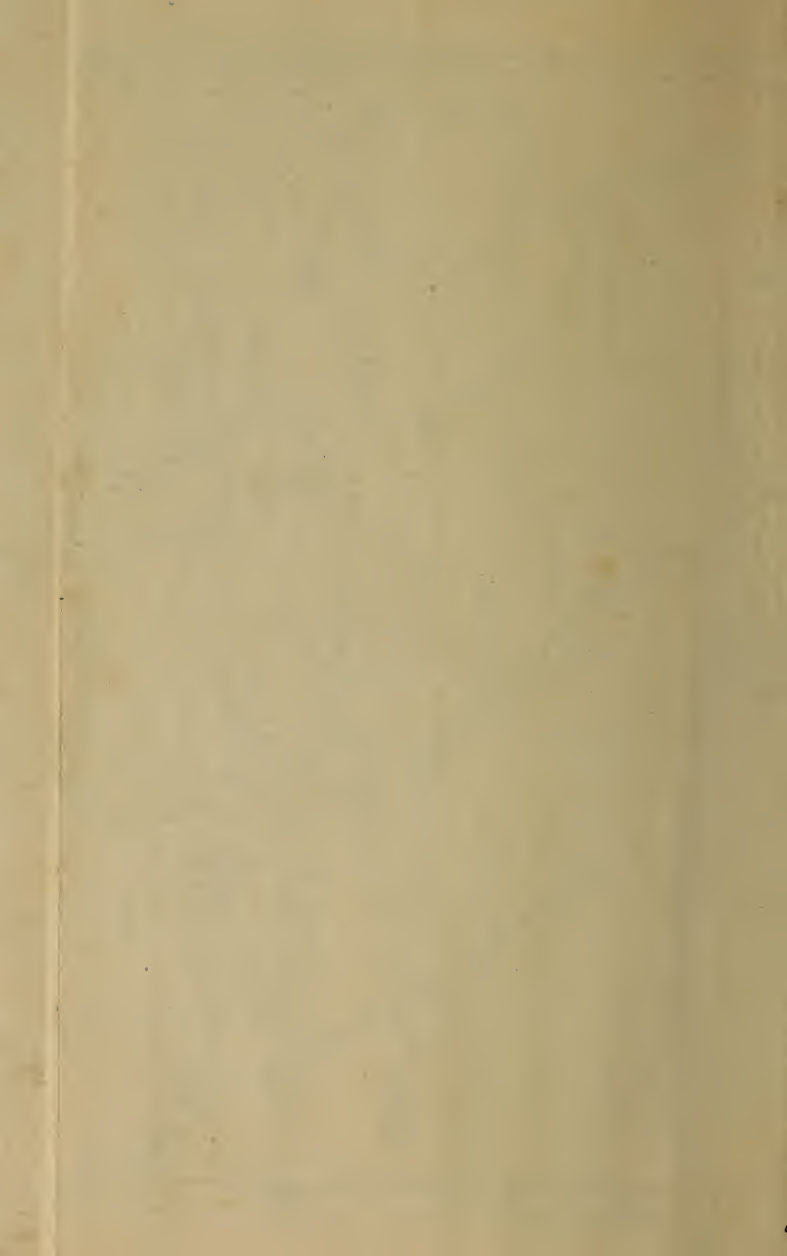
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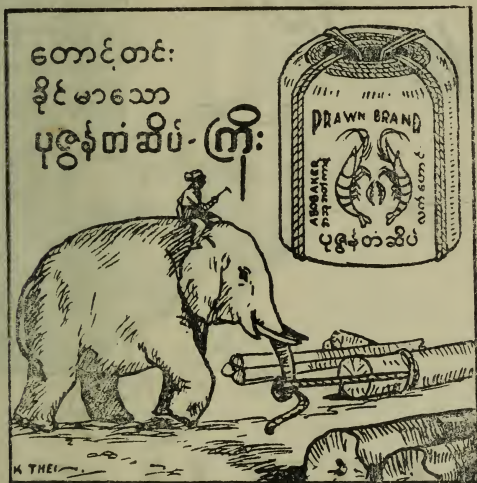
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*There are several stations having the same name in different districts and care should be taken to see that goods are correctly consigned. The following are a few common-place names to be found in various parts of the country:—Choungwa—"Creek Mouth", Ywathit—"New Village", Waigyi—"Whirlpool", Dounggyi—"Bend in River", Thongwa—"Three Rivers, etc. Meeting Place", Kyundeik or Kyondaik—"Head of the Island", Payagone—"Place of Pagodas" etc., etc.

Cargo is sometimes offered for shipment to inland towns and villages but can only be accepted to the nearest station on the river. Consignee and shipper must then make their own arrangements for taking delivery ex steamer. The following are some inland stations with the nearest riverine stations shown opposite—

INLAND STATIONS	NEAREST RIVERINE STATIONS
Taungdwingyi ...	Meegyoungye
Pwingbyu ...	Minbu
Sagu ...	Do
Khodaung ...	Nyounghla or Yenangyoung
Twingone ...	Do
Salin ...	Sinbyugyun
Kyaukpadaung ...	Chauk
Pauk ...	Pakokku
Mogok ...	Thabeitkyin
Momeik ...	Do
Kyatpyin ...	Do
Salingyi ...	Satone <i>via</i> Pakokku
Tamu ...	Sittaung <i>via</i> Pakokku
Falam ...	Kalewa <i>via</i> Pakokku
Haka ...	Do
Kalemyo ...	Do
Tiddim ...	Do
Indaw ...	Pantha <i>via</i> Pakokku
Namkham ...	Bhamo

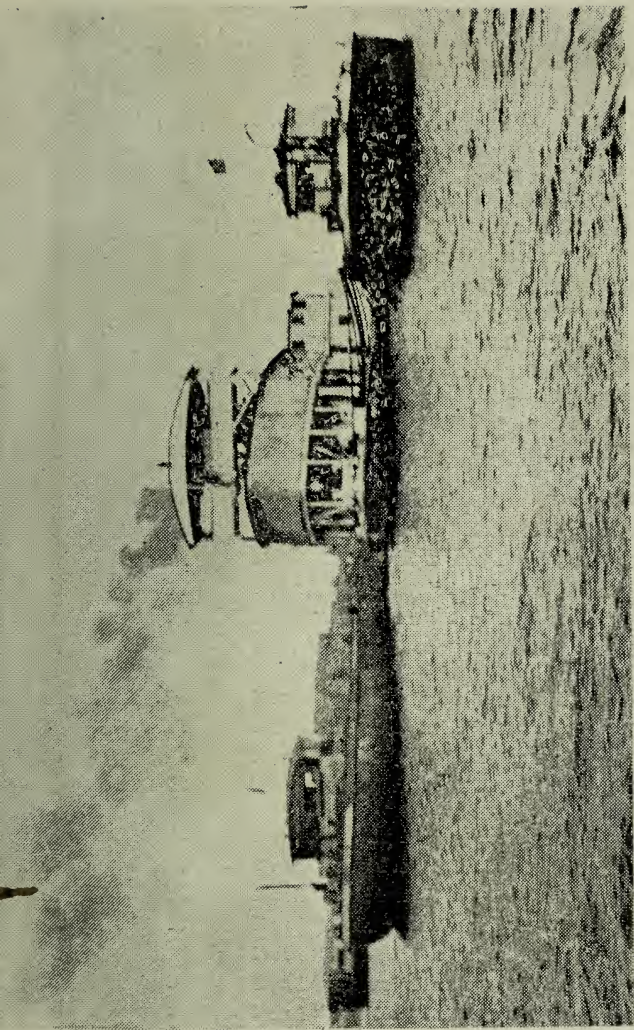
ERRATA

PAGE	LINE	CORRECTIONS
2	1	Delete "of" after "name" and before "Burma"
2	21,23,24,31	Read "country" for "Province"
2	28	Read "Kayah" for "Karrenni"
4	10	Read "was" for "were"
4	36	Insert "by fire" after "guttled"
7	40	Read "double decked" for "double deck"
8	2	Read "would have been silted" for "would get silted".
8	8	Read "in the Delta" for "in Delta"
8	12	Delete "the" after "above" and before "I. F. Co."
8	21	Delete "as" after "renamed"
9	1	Delete "got" after "situation"
9	4	Read "Powered Craft" for "Power Craft"
9	17	Read "Ton Miles" for "Tons Miles"
9	36	Read "to or and" for "at" after "Delta"
12	32	Delete "or" after "offensive" and before "dangerous"
14	6	Read "specified" for "special"
17	22	Read "three-eighths" for "three-eights"
18	3	Read "passengers" for "passenger"
19	19	Insert "on" after "Freight" and before "Cartridges"
20	11	Read "contack" for "contract"
21	7	Read "the" for "to" after "alongside"
21	26	Read "thirteen pyas" for "six pyas"
21	27	Read "Stamp Act" for "Stamped Act"
23	2	Read "within" for "with" after "station"
30	38	Read "where" for "when" after "place"
30	38	Read "on" for "or" after "steam"
33	24	Read "248, 888.8" for "241, 888.8" against "400" in column 3 under Burmese Viss.

(ii)

ERRATA *contd.*

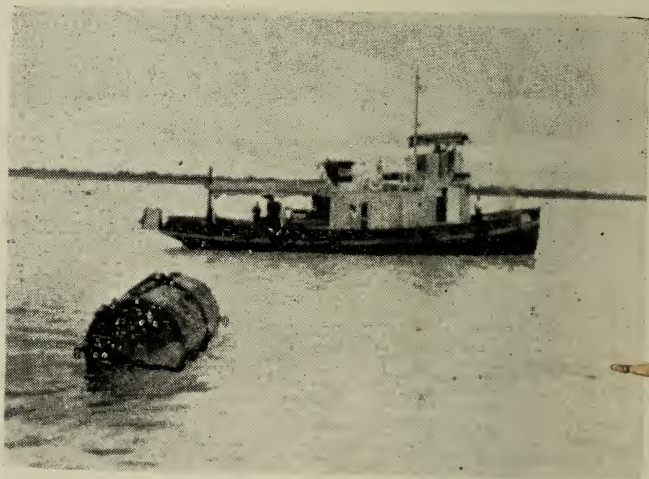
PAGE	LINE	CORRECTIONS
40	1	Read "Myanaung" for "Manaing" in column 2.
52	1,10	Read "လၢဝ်" for "လၢဝ်"
55	29	Read "Semeikon" for "Semeikkon" under column "Upwards"
55	14	Read "Semeikon" for "Semeikkon" under column "Downwards".
56	21	Read "Moda" for "Moeda" under "Stations of call".
56	15	Read "Kyahnyat" for "Kyannyat"
56	30	" "Semeikon" " "Sameikkone"
57	12	" "Mingoon" " "Mingone"
61	5	" "Kanee" " "Kani"
61	22	" "Tonheik" " "Toneheik"
65	22	" "Call" " "Calls"
68	32	" "Yandoon" " "Yadoon"
69	17	" "Accommodation" " "Accomodation"
70	33	" "Htantabin" " "Tantabin"
70	44	" "Kunnakyait" " "Kunnakyit"
76	23,25,30,44	" "Ahpauk" " "Aphyauk"
79	21	" "Kyaiklat" " "Kyaikat"
80	27	" "Lebok" " "Lebauk"



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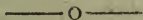


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Sunday trips start from Rangoon at 7 a.m. and visits are paid to such Delta Towns as Yandoon, Maubin, Kyaiklat, Dedaye or Pyapon, arriving back in Rangoon in the evening.

Longer trips are occasionally made, commencing on Saturday afternoon, to more distant stations, such as Bassein, Myaungmya, Moulmeingyun, Henzada, etc., returning to Rangoon early on Monday morning.

Passengers usually bring their own food but there is also a first class Burmese Food Stall on board supplying meals at moderate prices.

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The Screen Berth on the Launch is reserved as a Ladies Cloak Room.

Deck space cannot be reserved ahead.

Full particulars of the next trip can always be obtained from the Head Office.

*These Cruises are not in operation yet.

မ နိ : လေ ခ

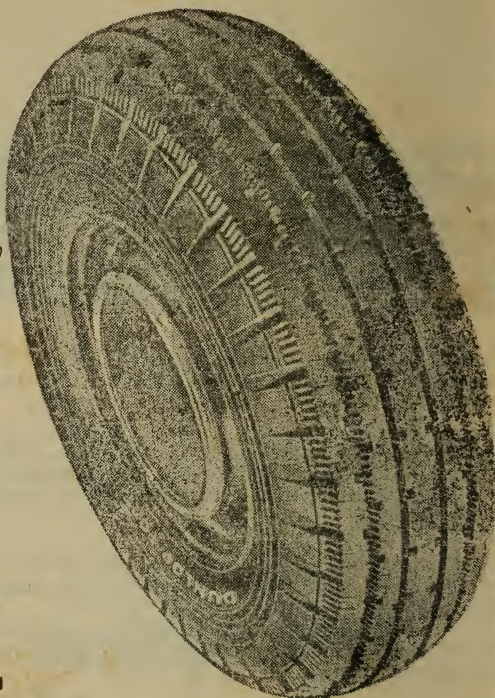
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ပလာတိုင်ယာ
နှင့် ကျွတ်များ။

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လုပ်သည့်ကား
ထိုင်ခုံများ။
ကစားခုန်စား
ပစ္စည်းများ။
ရော်ဘာခုံနှင့်
ပတ္တ၊ဘိနပ်များ။



ရော်ဘာနှင့် ပြုလုပ်သည့်-အထွေထွေပစ္စည်းများကို အဘိုး
ချိုသာစွာနှင့်ရနိုင်ပါသည်။

မမာကိုယ်စားလှယ်များလိမိတက်။

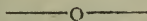
၂၄၅-၂၄၉-ဆူးလေဘုရားလမ်း။ ရန်ကုန်မြို့။

INLAND WATER TRANSPORT BOARD

(IRRAWADDY SECTION).

SAILINGS

(All Sailings and Itineraries are subject to alteration without notice.)



This Board does not undertake that steamers will arrive at intermediate or terminal stations at any specified time, and admits no responsibility for delays during passages from any cause whatsoever.

Intending passengers are advised to confirm sailing days and times stated herein as alterations may be made from time to time subsequent to going to press.

Such information may be obtained from Head Office or Agencies or from Advertisement Columns of the daily press.

The High Water Season is approximately June to November and the Low Water Season December to May.

S. C. LIU

General Manager.

လတ်ပေး-လတ်ယူ-ဒို့ရန်သူ။

—:O:—

- ၁။ ပ-ရ-သ-ဗ (ဧရာဝတီဌာန) လုပ်ငန်းသည် ပြည်သူ့ပိုင် လုပ်ငန်း။
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- ၃။ ထိုတာဝန်မှာ အခြားမဟုတ် ကုန်တင်ခန့်လူစီးခအတွက် လတ်ပေးလတ်ယူမှုကို မိမိကိုယ်တိုင်လည်းမလုပ် သူ ဘာထူးကိုလည်း အားမပေးမှုပင်။
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- ၅။ လတ်ပေး လတ်ယူ ပြုခြင်းသည် လူမျိုး၏ စိတ်ဓါတ်ကို ပျက်စီးစေ၏။
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- ၇။ ကျွန်မျိုးဖြစ်လိုကြသသား။ သခင်မျိုးဖြစ်လိုကြသလား။
- ၈။ မည်သူမျှ ကျွန်မျိုးဖြစ်လိုကြမည်မဟုတ်။ သခင်မျိုးသာဖြစ် လိုကြမည်အမှန်။

သခင်မျိုးဖြစ်လိုကြလျှင် သခင်ကျင့်ကို ကျင့်ကြကုန်လော့။

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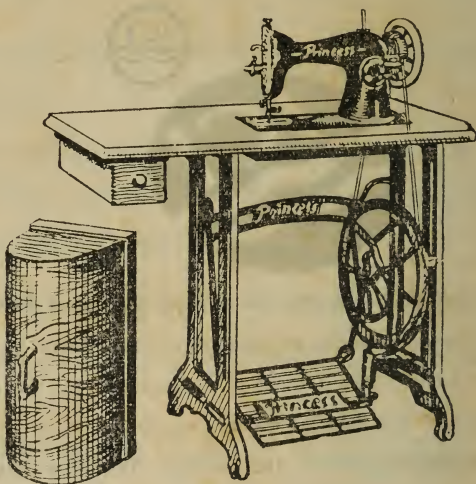
Princess

အ

သိုး

မှာ

ချို



အ

သုံး

တွင်

ကောင်း

ဆင်းကားစက် ပစ္စည်းများနှင့်လည်း လဲလှယ်အသုံး
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RANGOON/MANDALAY—HIGH WATER SAILINGS.**UPWARDS.**

TUE: & FRI:	Leave	Rangoon	according to tide.	Sleep	Donabyu
WED: & SAT:	„	Donabyu	—	Sleep	Henzada.
THUR & SUN:	„	Henzada	—	„	Myanaung.
FRI: & MON:	„	Myanaung	—	„	Prome.
SAT: & TUE:	„	Prome	—	„	Thayetmyo.
SUN: & WED:	„	Thayetmyo	—	„	Minhla.
MON: & THUR:	„	Minhla	—	„	Nyaungghla.
TUE: & FRI:	„	Nyaungghla	—	„	Chauk.
WED: & SAT:	„	Chauk	—	„	Pakokku.
THUR & SUN:	„	Pakokku	—	„	Myinmu.
FRI: & MON:	„	Myinmu	—	„	Mandalay.
SAT: & TUE:	„	AT MANDALAY.			

DOWNWARDS

SUN: & WED:	Leave	Mandalay	—	Sleep	Pakokku.
MON: & THUR:	„	Pakokku	—	„	Nyaungghla.
TUE: & FRI:	„	Nyaungghla	—	„	Thayetmyo.
WED: & SAT:	„	Thayetmyo	—	„	Henzada.
THUR & SUN:	„	Henzada	—	„	Maubin.
FRI: & MON:	„	Maubin arrive Rangoon according to tide.			

RANGOON/MANDALAY—LOW WATER SAILINGS.**UPWARDS.**

TUE: & FRI:	Leave	Rangoon	—	Sleep	Henzada (Night run)
WED: & SAT:	„	Henzada	—	„	Myanaung.
THUR & SUN:	„	Myanaung	—	„	Prome.
FRI: & MON:	„	Prome (3 AM)	—	„	Meegyaungye
SAT: & TUE:	„	Meegyaungye	—	„	Nyaungghla.
SUN: & WED:	„	Nyaungghla	—	„	Chauk.
MON: & THUR:	„	Chauk	—	„	Pakokku.
TUE: & FRI:	„	Pakokku	—	„	Myinmu.
WED: & SAT:	„	Myinmu.	—	„	Mandalay.
THUR & SUN:	AT MANDALAY				

DOWNWARDS

FRI: & MON:	Leave	Mandalay	—	Sleep	Myingyan.
SAT: & TUE:	„	Myingyan	—	„	Chauk.
SUN: & WED:	„	Chauk	—	„	Magwe.
MON: & THUR:	„	Magwe	—	„	Thayetmyo.
TUE & FRI:	„	Thayetmyo (4 AM)	—	„	Myanaung.
WED: & SAT:	„	Myanaung	—	„	Donabyu.
THUR & SUN:	„	Donabyu Arrive Rangoon P.M. tide or next day A.M. tide.			

RANGOON-MANDALAY CARGO SERVICE.

One Sailing weekly each way.

Leaves **Rangoon, Sunday** a.m. according to tide, from **Botataung Jetties**.

Leaves **Mandalay** Tuesday at 7-30 a.m.

Cargo accepted for all stations between Rangoon and Mandalay.

Deck passengers only are carried—No messing available.

Itinerary.—Cargo steamers are subject to delays and the following intermediate station timings are approximate only:—

UPWARDS.

1. Sunday—Leave Rangoon. Call Maubin, Yandoon, Danubyu, Henzada.
2. Monday Call Kanaung, Myanoung, Kyangin, Padaung.
3. Tuesday—Call Prome, Kama, Thedaw, Thayetmyo, Allanmyo.
4. Wednesday—Call Sinbougwe, Meegyoungye, Minhla, Mingun.
5. Thursday—Call Nyaunghla, Thangine, Kyoukye, Sale.
6. Friday—Call Pyinma, Chauk, Singu, Lanywa, Myitche, Nyoungoo.
7. Saturday—Call Letpanchibaw, Pakokku, Myingyan, Myedaw, Nagabouk, Semeikone.
8. Sunday—Call Ngazun, Kyauktalon, Ava, Sagaing, arrive Mandalay.
9. Monday—At Mandalay.

DOWNWARDS.

10. Tuesday—Leave Mandalay. Call all stations to Mayagon, as necessary.
11. Wednesday—Call Semeikone, Nagabouk, Myedaw, Letpanchibaw, Nyoungoo, Myitche, Lanywa.
12. Thursday—Call Singu and all stations to Nyaunghla as necessary.
13. Friday—Call Mingun, Minhla, Meegyoungye, Thabyedaw, Sinbougwe, Allanmyo, Thedaw.
14. Saturday—Call Prome, Padaung, Kyangin, Myanoung.
15. Sunday—Call Kanoung and all stations to Danubyu as necessary.
16. Monday—Call Yandoon, Maubin.
17. Tuesday—Arrive Rangoon.
18. Wednesday—at Rangoon.
19. Thursday " "
20. Friday " "
21. Saturday " "

*This Service will be operated when Escorts are available.

MANDALAY-PROME DAILY SERVICE.

A fast through ferry service is maintained daily each way between **Mandalay** and **Prome** calling at all stations as under daily except WEDNESDAY from Mandalay and SATURDAY from Prome. The journey upwards takes four days and downwards three days.

First Class, Second Class and Deck Passengers are carried and messing is available.

UPWARDS

DOWNWARDS

Prome Leave 6-30 a.m.

Mandalay Leave 7 a.m.

Kama
Thayetmyo
 Allanmyo
 Sinbaungwe
 Meegyaungye
 Minhla
 Myingun
 Minbu
Magwe
Nyoungghla.
 Thangine
 Kyaukye
 Sinbyugun
 Paganng
 Sale
Chauk
 Nyoungoo
Pakkoku
Myingyan
 Nagabouk or Semeikkon
 Ngamya
 Myinmu
 Kyauktalon
 Sagaing
Mandalay Arrive Afternoon

Sagaing
 Kyauktalon
 Myinmu
 Ngamya
 Semeikkon or Nagabouk
Myingyan
Pakokku
 Nyoungoo
Chauk
 Sale
 Paganng
 Sinbyugun
 Kyaukye
 Thangine
Nyoungghla
Magwe
 Minbu
 Myingun
 Minhla
 Meegoungye
 Sinbougwe
 Nyoungbintha
 Allanmyo
Thayetmyo
 Kama
Prome Arrive evening

The launch sleeps at Nyaungoo, Magwe and Prome on the DOWNWARD trip and at Minhla, Chauk, Myingyan and Mandalay on the UPWARD Trip.

MANDALAY—BHAMO EXPRESS SERVICE

Leave MANDALAY, TUESDAYS and FRIDAYS at 7.00 a.m.

Leave BHAMO, FRIDAYS and MONDAYS at 7.00 a.m.

Arrive MANDALAY, SUNDAYS and WEDNESDAYS.

On the upward journey the boat sleeps at Thabeitkyin, Katha and Shwegu and on the downward trip it sleeps at Katha and Kyaukmyaung.

First Class, Second Class and Deck passengers carried : Mes-
sing Available.

STATIONS OF CALL		MILES
MANDALAY to		
Kyaukmyaung	...	50
Thabeitkyin	...	75
Male	...	87
Kyannayat	...	107
Tagaung	...	125
Tigyaing	...	150
Kanee	...	161
Inywa	...	173
Katha	...	193
Moeda	...	209
Bogone	...	219
Shwegu	...	237
Sinkan	...	255
Bhamo	...	275

MANDALAY—MYAUNG SERVICE THRICE WEEKLY

Leave MANDALAY every TUESDAY, THURSDAY and
SATURDAY at 6.00 a.m.

Leave MYAUNG every WEDNESDAY, FRIDAY and
SUNDAY at 6.30 a.m.

Rest on MONDAYS at MANDALAY

On the outward trip the launch proceeds to Sameikon and
returns to Myinmu to sleep for the night.

STATIONS OF CALL		MILES
MANDALAY to		
Sagaing	...	9
Ngazun	...	31
Myinmu	...	39
Myaung	...	58

MANDALAY-BHAMO CARCO SERVICE*

One sailing each way every fortnight.

First Class, Second Class and Deck Passengers carried and
messing available.

UPWARDS.

		Low Water.	High Water.
Leave Mandalay	7-00 a.m.	Tuesday	Wednesday.
„ Kyaukmyoung	4-30 a.m.	Wednesday	Thursday.
„ Thabeitkyin	8-00 a.m.	„	„
„ Male	9-30 a.m.	„	„
„ Dandaw		„	„
„ Mingone	Daylight	Thursday	Friday.
„ Tagaung	7-30 a.m.	„	„
„ Buggygone		„	„
„ Tigyaing	Daylight	Friday	Saturday.
„ Kanni		„	„
„ Mahin		„	„
„ Inywa	11-00 a.m.	„	„
„ Katha	Daylight	Saturday	Sunday.
„ Moda	8-00 a.m.	„	„
„ Shwegu	Daylight	Sunday	Monday.
„ Sinkan		„	„
Arrive Bhamo	Noon	„	„

DOWNWARDS.

Leave Bhamo	Daylight	Wednesday	Thursday.
„ Shwegu	9-30 a.m.	„	„
„ Moda	1-30 p.m.	„	„
„ Kyauktongyi	2-30 p.m.	„	„
„ Katha	Daylight	Thursday	Friday.
„ Inywa	7-30 a.m.	„	„
„ Tigyaung	9-30 a.m.	„	„
„ Tagaung	Noon	„	„
„ Mingone	3-00 p.m.	„	„
„ Dandaw		„	„
„ Male	5-30 p.m.	„	„
„ Thabeitkyin	Daylight	Friday	Saturday.
„ Kyaukmyoung	8-30 a.m.	„	„
Arrive Mandalay	Evening	„	„

Times shown above are approximate only.

* This Service will be operated in due course.

KATHA-BHAMO SERVICE.*

Daily upwards and downwards in connection with the train service to and from Katha.

Leaves Katha daily at 5 a.m. and arrives Bhamo same evening.

Leaves Bhamo daily at 7-30 a.m. and arrives Katha about 5-00 p.m. the same day.

Calling at the following stations :— Miles.

Katha	...	...
Kyouktonegyi	...	8
Moda	...	16
Bogone	...	26
Kyoukkyi	...	34
Shwegu	...	44
Thinbaweng	...	48
Nyoungmaw	...	54
Sinkan	...	64
Koungtone	...	70
Bhamo	...	82

First, Second and Deck Passengers are carried and messing available.

THABEITKYIN-KATHA SERVICE.*

High Water Sailing.

Leaves Thabeitkyin at 6 a.m. on Tuesday and Friday, sleeps Tigyaing, and arrives Katha at 12-30 p.m. the following day.

Leaves Katha at 1-45 p.m. on Wednesday and Saturday, sleeps at Tigyaing, and arrives Thabeitkyin at 4 p.m. the following day.

Low Water Sailing.

Leaves Thabeitkyin at 6 a.m. on Monday and Thursday, sleeps Tigyaing, and arrives Katha at 12-30 p.m. the following day.

Leaves Katha at 1-45 p.m. on Tuesday and Friday, sleeps at Tigyaing, and arrives Thabeitkyin at about 4 p.m. the following day.

Calling at the following stations :—

	Miles.		Miles.
Thabeitkyin	...	Byainzu	72
Male	12	Myadoun	84
Twinnge	21	Tigyaing	86
Kyahnyat	32	Kanni	98
Mingone	36	Inywa	109
Ngayinbo	40	Thanbya	117
Tagaung	56	Katha	132

First Class and Deck Passengers are carried—no messing available.

* This Service will be operated in due course.

MANDALAY-THABEITKYIN SERVICE.*

There are three departures weekly from **Mandalay** upwards and three downwards from **Thabeitkyin** as follows :—

High Water Sailings.

Leave **Mandalay** 7 a.m. Sunday, Tuesday and Thursday, and arrive **Thabeitkyin** the same evening.

Leave **Thabeitkyin** 7 a.m. Monday, Wednesday and Friday and arrive **Mandalay** the same evening.

Low Water Sailings.

Leave **Mandalay** 7 a.m. Saturday, Monday and Wednesday, and arrive **Thabeitkyin** the same evening.

Leave **Thabeitkyin** 7 a.m. Sunday, Tuesday and Thursday, and arrive **Mandalay** the same evening.

First Class, Second Class and Deck Passengers carried. Messing may be had by previous arrangement with **Mandalay Agent**.

Thabeitkyin is the riverine port for **Mogok** and the Ruby Mines. The Steamer calls at the following stations :

Mandalay, **Mingoon**, **Ngatsingine**, **Shenmaga**, **Hinthagyi** or **Ywathitgyi**, **Thongyi** or **Yedaw**, **Sitheywa** or **Khattin**, **Ngasingu**, **Kyoukmyoung**, **Ma-u**, **Kabwet**, **Thabeitkyin**.

In addition to above sailings, the **Mandalay-Bhamo Express** and **Cargo Steamers** call at **Thabeitkyin** and certain other stations (See **Mandalay Bhamo Service**)

MANDALAY-SAGAING-AVA SERVICE.*

Twice daily, except Sunday.

Leaves **Mandalay** at 9-30 a.m. and 4 p.m.

„ **Zegyo** at 6-30 a.m. and 12-15 p.m.

Calling at the following stations—

	Miles		
Mandalay
Sagaing	9
Zegyo	13

Only Deck Passengers carried—no messing available.

*This Service will be operated in due course.

PAKOKKU—MYINGYAN SERVICE.

Daily, except Sundays.

Leave Pakokku at 7.00 a.m.

Leave Myingyan at 2.30 p.m.

The launch sleeps at Pakokku

Pakokku to Myingyan ... 23 Miles

MYITCHE-MYINGYAN SERVICE. *

Daily, except Mondays.

Leaves Myitche 4.30 a.m.

Leaves Myingyan 12.30 p.m.

,, Nyaungoo 5.30 a.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Myitche to—	Miles.		Miles
Nyaungoo ...	... 4	Yebai ...	... 29
Letpanchibaw ...	... 16	Myingyan ...	... 44
Pakokku ...	... 20		

After landing passengers at Myitche the launch returns and sleeps at Nyaungoo.

YENANGYAT-SALE SERVICE. *

Daily, except Tuesdays.

Leaves Yenangyat at 7 a.m.

Leaves Sale at 12 noon.

Deck Accommodation available—no messing.

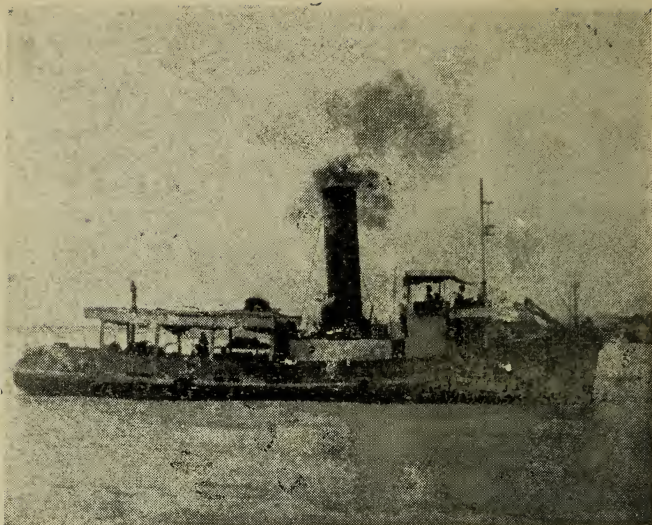
STATIONS OF CALL :

Yenangyat to—	Miles.		Miles.
Htanchaukpin 4	Chauk 20
Lanywa 13	Zegyobin 23
Singu 17	Sale 28

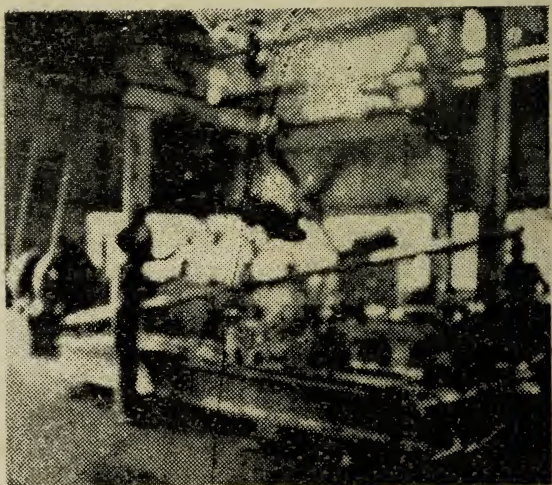
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CHINDWIN SERVICES

MANDALAY/HOMALIN VIA PAKOKKU EXPRESS SERVICE (WEEKLY)

Leave Mandalay and Homalin every Saturday at 6.00 a.m. The Steamer sleeps at Pakokku, Monywa, Kani, Mingin, Mawlaik, Paungbyin and Homalin on the outward trip and at Paungbyin, Kalewa, Monywa, Myingyan and Mandalay on the inward trip.

It connects up with the HOMALIN/HKAMTI WEEKLY SERVICE.

STATIONS OF CALL

Mandalay to	MILES	Mandalay to	MILES
Sagaing	9	Kindat	364
Myinmu	39	Pantha	376
Sameikon	58	Yuwa	385
Myingyan	80	Tanga	396
Pakokku	103	Auktaung	406
Pagan-nge	127	Sittaung	414
Yesagyo	135	Hellaw	424
Monywa	173	Paungbyin	436
Kanee	207	Thayaung or Minya	442
Mingin	277	Thaungtoot	453
Kalewa	320	Toneheik	465
Masein	336	Naungsankyin	481
Mawlaik	358	Homalin	500

HOMALIN/HKAMTI SERVICE (WEEKLY)

Leave HOMALIN every SATURDAY at 7 A.M.

Leave HKAMTI every WEDNESDAY at 7 A.M.

The boat sleeps at MAUNGKHAM, TAMANTHI, KAUNGHEIN and HKAMTI on the Upward Trip., and at TAMANTHI on the Downward Trip.

It rests on FRIDAYS at HOMALIN.

STATIONS OF CALL

HOMALIN to	MILES		MILES
Hinnaung	7	Maingwe	44
Kawya	14	Tamanthi	57
Maungkhan	27	Malin	73
Hpaboke		Kaunghein	90
Tason	31	Singkaling	127
Maingdaung	34	Hkamti	
Naungpin	39		

CHINDWIN RIVER SERVICES

PAKOKKU-MONYWA. *

High Water.

From Pakokku upwards ... Every Monday and Thursday
afternoon.

Low Water.

" " " ... Every Monday and Thursday at
dawn.

High Water.

„ Monywa downwards ... Every Wednesday and Saturday at
dawn.

Low Water.

" " " ... Every Tuesday and Friday at noon.

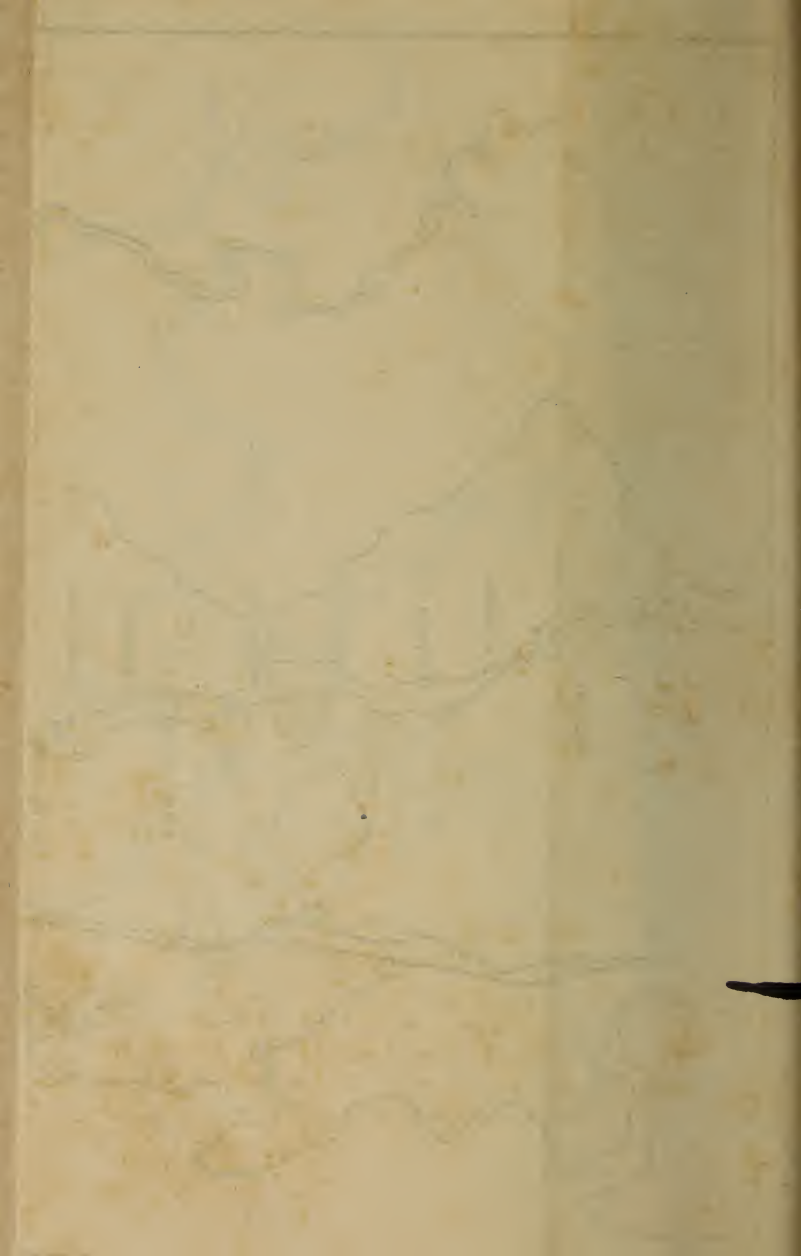
On the foregoing Chindwin services, First Class, Second Class and Deck passengers are carried and messing is available, excepting on the small ferry between Pakokku and Monywa which carries Deck passengers only, on the Mawlaik-Homalin low water extension service and Monywa-Mawlaik B service cabin and deck accommodation but no messing.

The following are the stations on the Chindwin River between Pakokku and Homalin :—

Miles.				Miles.			
Pakokku	...	R	...	Choungwa	...	R	188
Koyinywa	...	R	...	Kalewa	...	R	217
Pagan-nge	...	R	...	Masein	...	L	233
Yesagyo	...	R	...	Mawlaik	...	R	255
Wayah	...	R	...	Kindat	...	R	261
Hnawkadaw	...	R	...	Pantha	...	L	273
Mahoo	...	R	...	Yuwa	...	L	282
Amyen	...	L	...	Tanga	...	L	293
Paungwa	...	R	...	Auktaung	...	R	303
Satone	...	R	...	Sittaung	...	R	311
Tadawgyi	...	R	...	Hellaw	...	R	321
Monywa	...	L	...	Poungbyin	...	L	333
Alon	...	L	...	Minya	...	R	339
Aindaung	...	R	...	Thayaung	...	L	348
Kanee	...	R	...	Toungdoot	...	R	350
Kin	...	R	...	Tonheik	...	R	362
Thindaw	...	R	...	Naungsankyin	...	L	378
Mawkadaw	...	L	...	Homalin	...	L	397
Mingin	...	R	...				

R denotes Right Bank
L „ Left „

* This Service will be operated in due course.



MOULMEIN SERVICES

MOULMEIN/PA-AN SERVICE

Daily

Leave Moulmein at 12 Noon.

Leave Pa-an at 6 a.m.

The launch sleeps at Pa-an.

Screen Berth and Deck accommodation available—Messing available from the Stall Holder.

STATIONS OF CALL

MOULMEIN to	Mile
Kadoe	6
Tone-ine	17
Winchan	23
Pagat	28
Pa-an	33

MOULMEIN/KYONDO SERVICE

Daily except Sunday Up and Monday Down.

Leave Moulmein 9 a.m.

Leave Kyondo according to tides.

During the High Water Season launch leaves Moulmein at 8 a.m. daily and from Kyondo at 3 p.m. daily except Sundays.

Screen Berth and Deck accommodation available - Messing from the Stall Holder.

STATIONS OF CALL

MOULMEIN to	Mile
Zathabyin	13
Kawlaimoo	18
Kawbain	23
Kayah	25
Kawgoe	34
Kyondo	42

MOULMEIN/NATMOO SERVICE

4 Trips daily

Leave Moulmein at 6 a.m., 9 a.m., 12 Noon and 3 p.m.

Leave Natmoo at 7.30 a.m., 10.30 a.m., 1.30 p.m. and 4.30 p.m.

Screen Berth and Deck accommodation available—No Messing

STATION OF CALL

Moulmein to

Natmoo

9 miles

MOULMEIN/KADOE SERVICE

Twice daily

Leave Moulmein at 9 a.m. and 3 p.m.

Leave Kadoe at 6/30 a.m. and 12 noon.

Launch sleeps at Kadoe

Screen berth and Deck accommodation available-Messing from the Stall Holder.

STATIONS OF CALL

MOULMEIN to	Mile
KYAIKPANEE	2
KADOE	6

MOULMEIN/MARTABAN FERRY SERVICE

5 Trips daily

Leave Moulmein	Leave Martaban
6.15 a.m.	7.30 a.m.
8.45 a.m.	9.30 a.m.
12.00 noon	1.15 p.m.
2.00 p.m.	3.15 p.m.
4.30 p.m.	5.45 p.m.

There is also Moulmein/Martaban Vehicular Service which is operated as the occasion demands by special arrangements.

MOULMEIN-SHWECOON SERVICE*

Daily, except Sunday Up and Monday Down.

Leaves Moulmein 8 a.m.

Leaves Shwegoon 8 a.m.

Cabin and Deck Accommodation available—no messing.

STATIONS OF CALL

Moulmein to—	Miles.		Miles
Kadoe	6	Meezan	37
Nathmaw	16	Mokadee	38
Tone-ine	17	Meekayin	40
Winchan	23	Minzee	42
Nitcha	27	Oodaung	47
Pagat	27½	Tagaungbo	51
Pa-an	33	Shwegoon	55

* *This Service will be operated in due course.

MOULMEIN-KYA-IN SERVICE*

Daily, except Sundays.

Leaves Moulmein 7 a.m.

Leaves Kya-in 6 a.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Moulmein to—	Miles.		Miles.
Nyoungbinzeik	6	Ngabyema	35
Ngantay	7	Singoo	36
Kyaikparan	11	Hpathane	41
Painnaigone	16	Attaran	44
Khanoung	17	Yeeboo	47
Kyaikmaraw	22	Choungnakwa	49
Needone	27	Thanbaya	61
Kwanngan	29	Kya-in (Seikgyi)	73
Oolay	33		

During the High Water Season launches will leave Kya-In daily except Sundays at 7 a.m.

MOULMEIN-KAYAH SERVICE.*

Daily Express.

Leaves Moulmein 1-30 p.m.

Leaves Kayah 6 a.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALLS:

Moulmein to—	Miles.		Miles.
Zathabyin	13	Kawlamoo	18
Kawthin	14	Kawbain	23
Tarana	16	Kayah	27

MOULMEIN-KAWKAYIN-WAIPATAN SERVICE.*

Twice Daily.

Leaves Moulmein to tide.

Leaves Kawkayin to tide.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Moulmein to—	Miles.		Miles.
Kalwee	7	Kawkayin	11
Dayai	9	Waipatan	19

* This Service will be operated in due course.

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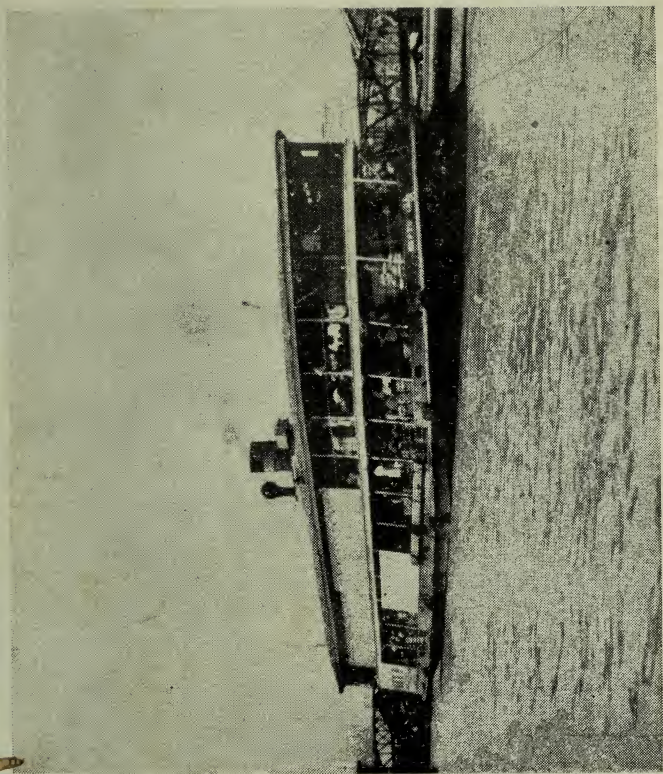
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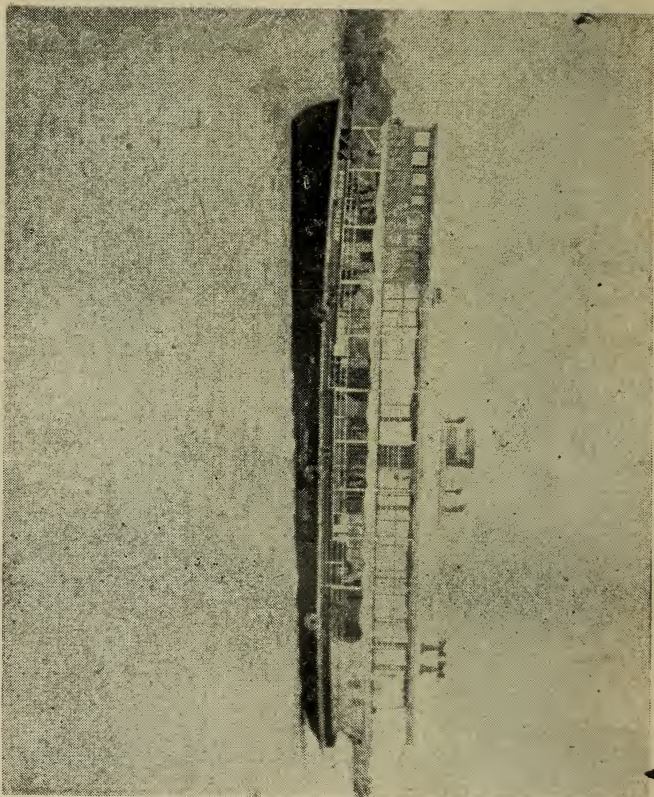
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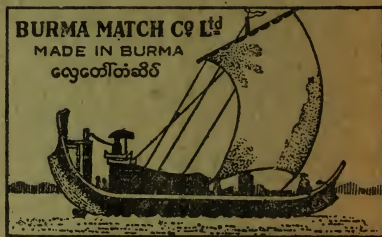
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အခြားအလိုရှိသောကိစ္စများအတွက်ရန်ကုန်မြို့၊ ၂၆ လမ်းအမှတ် ၄၃
ကျွန်ုပ်တို့၏ဆိုင်တွင် မေးမြန်းစုံစမ်းတော်မူပါ။



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RANGOON-BASSEIN SERVICE.

Daily Express Sailings are maintained each way.

Express Service.

Leaves RANGOON daily 6 a.m., from Morton Street Jetty, Lanmadaw, and arrives Bassein about the following afternoon.

Leaves BASSEIN daily at 7-30 a.m. and arrives Phongyi Street Lower Jetty, Lanmadaw, at 7 p.m. the following evening.

First, Second and Deck Passengers carried and messing available.

Itinerary.

Outwards.		Inwards.	
Leave Rangoon	6 a.m.	Leave Bassein	7-30 a.m.
Arrive Maubin	10-30 a.m.	Arrive Myaungmya	11 a.m.
„ Wakema	7 p.m. Sleep	Leave Myaungmya	11-30 a.m.
Leave Wakema	6-30 a.m.	Arrive Wakema	3 p.m. Sleep
Arrive Myaungmya	9-00 a.m.	Leave „	5-30 a.m.
„ Bassein	2-30 p.m.	Arrive Rangoon	7 p.m.

Cargo Service.*

A Daily Cargo Service is maintained as follows.—

Cargo Barges leave Rangoon from Phongyi Street Jetty on Sunday, Monday, Tuesday, Wednesday, Thursday, Friday and Saturday.

On Monday and Friday, barges leave Rangoon at 5 p.m. and on all other days at 7-45 a.m. From Bassein at 4 p.m.

Barges sailing out on Monday, Wednesday and Friday proceed to Ngathinegyoung.

Only Deck passengers are carried by these barges.

Times shown above are approximate only.

*This service will be operated in due course.

RANGOON-BASSEIN SERVICE—*concl'd.*

Itinerary of Cargo Barges which leave Rangoon.—

Every Sunday Tuesday, and Thursday <i>via</i> Waigyi		Every Friday and Monday <i>via</i> Sabayo and New Cuts.		Every Wednesday† and Saturday <i>via</i> Sabayo (Old Route)	
	Miles		Miles		Miles.
*Twantay	15	Twantay	15	*Twantay	15
*Twantaywa	22	Twantaywa	22	*Twantaywa	22
*Kawetkin	26	Kawetkin	26	*Kawetkin	26
*Maletto (Thongwa)	40	Maletto	40	*Maletto(Thongwa)	40
*Manbin	46	Maubin	46	*Manbin	46
*Kywegat	57	Kywegat	57	*Kywegat	57
Thanbyagyoun	69	Thanbyagyoun	69	Thanbyagyoun	69
Pegone	79	Pegone	79	Pegone	79
Shweloung	87	Shweloung	87	Shweloung	87
Waigyi	153	Sabayo	94	Sabayo	94
Thetkaisu	106	Kyonpadokewa	97	Kyonpadokewa	97
Oogyun	107	Kyonpadoke	101	Kyonpadoke	101
Kyungone	111	Kallah	102	Kallah	102
Maizalee	113	Kyonton	...	Kyonton	...
Danyinywa	118	Kyabyu	104	Kyabyu	104
Wakema	122	Allan	106	Allan	106
Lanthamine	126	Wakema	112	Wakema	112
Thayagone	128	Lanthamine	116	Lanthamine	116
Ywathagyi	133	Thayagone	118	Thayagone	118
Sagamya	135	Sagamya	125	Kanazogone	120
Pulu	139	Pulu	129	Letkoku	124
Nyanngwaing	...	Nyanngwaing	...	Pegone	129
Myanngmya	145	Myaungmya	135	Yamenine	132
Kanywa	162	Kanywa	152	Moksoma-Yegyaw	141
Bassein	182	Bassein	172	Kyondaik	142
				Kwinbauk	143
				Kawet-Myenigone	145
				Sagamya	147
				Pulu	151
				Nyanngwaing	...
				Myanngmya	157
				Kanywa	174
				Bassein	194

In the High Water Season the Saturday and Sunday cargo barges proceed *via* Panhlaing calling at Yandoon but omitting stations marked.*

† Proceeds from Thayagone, *via* Watalok, Nguaing, Ywathagyi, Nyaungbintha, and Kyondaing, to Yamenine.

This Service will be operated in due course.

RANGOON-HENZADA-PROME SERVICE.

A Daily Service leaving from both ends at 6 a.m. On the upward journey the launch sleeps at Danubya, Henzada and Myanaung and on the downward trip it sleeps at Henzada only.

Screen Berth and Deck Passengers carried.

Messing available from the Stall Holder.

STATIONS OF CALL

	Miles		Miles
Rangoon to Twante	15	Rangoon to Ngapizeik	193
„ „ Maubin	46	„ „ Kanaung	200
„ „ Yandoon	88	„ „ Myanaung	207
„ „ Danubyu	106	„ „ Kyangin	215
„ „ Zalun	125	„ „ Seiktha	221
„ „ Daunggyi	136	„ „ Pauktine	221
„ „ Henzada	149	„ „ Tarokmaw	224
„ „ Tharrawaw	150	„ „ Hlegyizu	229
„ „ Pyingadogon	167	„ „ Htonebo	234
„ „ Sitkyun	170	„ „ Thaledan	238
„ „ Nyaungyo	170	„ „ Kyithe	243
„ „ Htaindaw	170	„ „ Padaung	249
„ „ Monyo	180	„ „ Shwedaung	250
„ „ Shwegyin	188	„ „ Prome	263

Cargo Service. *

Cargo Steamers leave Rangoon on Mondays, Wednesdays and Fridays at 4 p.m. from Keighley Street jetty and leave Henzada, inwards on Mondays, Thursdays and Saturdays. Cargo is accepted to and from the following stations:—

Rangoon, Maubin, Yandoon, Donabyu, Sagagyi, Zalun and Daunggyi (and Dedaye on Mondays only from Henzada).

Deck Passengers only are carried by Cargo Steamers.

In High Water Season cargo steamers proceed *via* Panhlaing Creek to Yadoon but return *via* Twante Canal or Dedaye.

*This Service is now operated as Rangoon/Henzada/Prome Service.

RANCOON-KYAWZAN SERVICE.*

Daily.

Leaves Rangoon 7 a.m.

Leaves Kyawzan 4-30 a.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Rangoon to	Miles.		Miles.
Tawa	12	Kyaiklat	48
Twantay	15	Kyontar	57
Twantaywa	22	Sabyuzu	63
Sookalat	28	Pyinmagone	67
Kyaiktaw	34	Seinhine	72
Kyonmangai	36	Tanyee	76
Podoke	40	Kyawzan	81

RANCOON-PANTANAW SERVICE.

Via Twante Canal on alternate days.

Leaves Rangoon 7 a.m.

Leaves Pantanaw 6 a.m.

Screen Berth and Deck Accommodation available—Messing available.

STATIONS OF CALL:

Rangoon to—	Miles.		Miles.
Tawa	12	Kywegat	57
Twantay	15	Sitchoung	61
Twantaywa	22	Gangyaung	71
Kawetkin	26	Daunggyi	80
Tatapaw	31	Kyauksalitthaung	84
Thongwa or Htanee	37	Baw-Waing	88
Maletto	40	Pantanaw	92
Pantabut	43		
Maubin	46		

RANCOON-PYAPON SERVICE.

Daily.

Leaves Rangoon 7.00 a.m.

Leaves Pyapon 6-15 a.m.

Screen Berth and Deck Accommodation available—Messing available from Stall Holder.

STATIONS OF CALL:

Rangoon to—	Miles.		Miles.
Tawa	12	Kyonmangai	36
Twantay	15	Podoke	40
Twantaywa	22	Kyaiklat	48
Sookalat	28	Pyapon	64
Kyaiktaw	34		

RANCOON-PYAPON EXPRESS SERVICE.*

Leaves Rangoon 2 p.m.

Daily.

Leaves Pyapon 11-30 p.m.

Stations of call—Twante, Kyaiktaw, Kyaiklat, Pyapon.

* This Service will be operated in due course.

RANGOON-THONGWA SERVICE.*

Thrice weekly.

Leaves Rangoon 6-45 a.m. every Monday, Wednesday and Friday.

Leaves Thongwa 3 a.m. every Tuesday, Thursday and Saturday.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Rangoon to	Miles.		Miles.		Miles.
Kanoung	7	Kyanbin	31	Kadapana	51
Thilawa	12	Ooyin	33	Eikthaya	57
Choungwa	21	Bambway	41	Thongwa	60
Kyauktan	26	Tapat	46		

RANGOON-YANDOON SERVICE.

Daily each way.

Leaves Rangoon 7-10 a.m. *via* Twante Canal on alternate days.Leaves Rangoon 6-00 a.m. *via* Panhlaing Creek on alternate days.Leaves Yandoon 7 a.m. *via* Twante Canal on alternate days.Leaves Yandoon 7a.m. *via* Panhlaing Creek on alternate days.

Screen Berth and Deck Accommodation available—Messing available.

STATIONS OF CALL :

Rangoon to (*via* Twante Canal—)

	Miles.		Miles.		Miles.
Tawa	12	Thongwa or		Kywegat	57
Twantay	15	Htanee	37	Sitchaung	61
Twantewa	22	Maletto	40	*Gangyoung	63
Kawetkin	26	Pantabut	43	*Daunggyi	80
Tatapaw	31	Maubin	46	Yandoon	88

Rangoon to (*via* Panhlaing Creek—)

	Miles.		Miles.		Miles.
Kemmendine	4	Kokkowa	37	Nyoungzouk	51
Insein	9	Pantine	44	Samalouk	56
Watayah	16	Maizalee	49	Yandoon	68
Tantabin	25				

During High Water Season sailings are *via* Panhlaing Creek and launches proceed to Pantanaw which is then the terminal station. Sails from Pantanaw at 5-30 a.m. daily. Leaves Yandoon for Pantanaw at 6 p.m. and for Rangoon at 7-30 a.m.

RANGOON-INKALONG SERVICE.*

Leaves Rangoon every Monday, Wednesday and Friday, to tide.

Leaves Inkalong every Tuesday, Thursday, and Saturday, to tide.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Rangoon to	Miles.		Miles.		Miles.
Watayah	16	Myitcho	46	Alebauk	58
Htantabin	25	Thayetchoung	49	Kunnakyit	60
Alainlai	35	Hlezeik	51	Ywatha	63
Myochoung	38	Gwegone	56	Hline	64
Kywegu	40	Tarati	57	Inkalong	65

High Water Season departs Rangoon 6 a.m.

Inkalong 5 a.m.

* This Service will be operated in due course.

RANGOON-TAWLATAI SERVICE.

Thrice Weekly

Leaves Rangoon 6 a.m. on Tuesdays, Thursdays and Saturdays.

Leaves Tawlatai 6 a.m. on Wednesdays, Fridays and Sundays.

Screen Berth and Deck Accommodation available—Messing available from Stall Holder.

STATIONS OF CALL:

Rangoon to—	Miles.		Miles.		Miles.
Kemmendine	4	Sookamai	32	Talaingmee	56
Insein	9	Kokkowa	37	Bawlai	60
Wataya	16	Naithamain	42	Duttawgone	68
Htantabin	25	Boothanoo	48	Tawlatai	71

RANGOON-KUNCYANGONE SERVICE.

Daily each way

Leaves Rangoon at 7 a.m. *via* Twante Canal daily.

Leaves Rangoon to tide *via* Bassein Creek on alternate days.

Leaves Kungyangone *via* Twante Canal 6 a.m. daily.

Leaves Kungyangone tidally *via* Bassein Creek on alternate days.

Sailing hours are published weekly.

Screen Berth and Deck Accommodation available—Messing available from Stall Holder.

STATIONS OF CALL:

Via Twante Canal			Via Bassein Creek.		
	Miles.			Miles.	
Tawa	12	Podokewa	39	Kanoung	7
Twantay	15	Yeboowa	40	Thilawa	12
Twantaywa	22	Dedaye	46	Thakhutpin	16
Sookalat	28	Kungyan-		Wabaloukthouk	26
Kyaiktaw	34	gone	56	Tawpya	28
				Kyabingan	31
				Zimathwegyi	36
				Letkotkon	41
				Tawkhayangyi	44
				Khalaukmaw	53
				Kungyangone	58

Sailings *via* B. C. are not commenced yet.

RANGOON-EINME-THAYETKON EXPRESS SERVICE.*

Leaves Rangoon every Wednesday and Saturday at 5-30 p.m.

Leaves Thayetkone every Monday and Friday at 7 a.m. and Einme at 5-30 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Stations			
Rangoon to—	Miles.		Miles.
Maubin	46	Einme	105
Shweloung	87	Thayetkone	122
Zalataw	96		

During High Water Season launch sails from Rangoon at 7-15 p.m.

* This Service will be operated in due course.

RANGOON/MYAUNGMYA/LABOOTA PASSENGER AND CARGO SERVICE

(TWICE WEEKLY)

Leave Rangoon	6.00 A.M. on Tuesdays and Fridays and sleep at Wakema.
„ Wakema	6.00 A.M. on Wednesdays and Saturdays and arrive at Laboota.
„ Laboota	8.00 A.M. on Thursdays and Sundays and sleep at Myaungmya.
„ Myaungmya	7.00 A.M. on Mondays and Fridays and sleep at Laboota.
„ Laboota	7.00 A.M. on Tuesdays and Saturdays and sleep at Wakema.
„ Wakema	6.00 A.M. on Sundays and Wednesdays and arrives at Rangoon.
	Rest on Mondays and Thursdays.

STATIONS OF CALL:

	Miles.
Rangoon to Maubin	46
„ „ Shweloung	87
„ „ Wakema	112
„ „ Myaungmya	135
„ „ Pyinywa	154
„ „ Pegone	159
„ „ Ludaw	165
„ „ Kyagwin	166
„ „ Kyagan	173
„ „ Kyaukmaw }	183
„ „ Kyaukpyu }	
„ „ Laboota	188

RANGOON-MOULMEINGYUN SERVICE.

Daily.

Leaves Rangoon 5.45 a.m.	Leaves Moulmeingyun 6.15 a.m.
Screen Berth and Deck Accommodation available—Messing available.	
Leaves Bogale 5-00 p.m. for Moulmeingyun.	
„ „ 8-30 a.m. „ Rangoon.	

STATIONS OF CALL:

Rangoon to—	Miles.		Miles.
Kyaiklat	48	Myingagone	77
Kyonkyat	68	Bogale	87
		Moulmeingyun	100
			103
		(via Manekjee's Cut)	

RANGOON-BOGALE SERVICE.

On Alternate Days.

Leaves Rangoon 6-30 a.m.

Leaves Bogale at 6 a.m.

Screen Berth and Deck accommodation available—Messing from Stall Holder.

STATIONS OF CALL :

Rangoon to—	Miles.		Miles.
Kyaiklat	48	Kanaung	73
Kyontar	57	Myingagone	77
Hlwadoungzu	63	Thanlike	79
Kyonkyat	68	Bogale	87
Kangyi	71		

RANGOON-LABOOTA EXPRESS SERVICE. *

Daily.

Leaves Rangoon 6-30 p.m.

Leaves Laboota 6-30 a.m.

Screen Berth and Deck Accommodation available—no messing.

Leaves Kyonmangai for Laboota 10 a.m.

“ “ “ Rangoon 2-30 p.m.

“ Wakema “ “ 6.00 p.m.

STATIONS OF CALL :

Rangoon to—	Miles.		Miles.
Maubin	46	Shwegone	129
Shweloung	87	Kakayanwa	142
Wakema	107	Kanbe	148
Lanthamine	112	Bedootgale	166
Moungdi	115	Laboota	176
Kyonmangai	123		

During High Water Season vessel sails *via* Panhlaing Creek, calling at Yandoon, leaving Rangoon at 5 p.m. and returns *via* Twante Canal calling at Shweloung and Maubin.

RANGOON-KYONMANCAI-LABOOTA SERVICE. *

CARGO BARGE SERVICE.

Leaves Rangoon on Monday, Wednesday, Thursday and Saturday.

Leaves Laboota on Sunday, Tuesday, Thursday and Saturday.

Deck Passengers only carried.

Monday and Thursday Barges proceed *via* Shwedaunghmaw, leaving 5 p.m. and calling at Hlinebone.

Wednesday and Saturday Barges proceed *via* Pyinywa, leaving 9.30 a.m.

During High Water Season the Wednesday barge sails *via* Panhlaing Creek.

* This Service will be operated in due course.

RANGOON-MAUBIN EXPRESS SERVICE.**DAILY**

Leaves Maubin 6 a.m.

Leaves Rangoon 1 p.m.

Screen Berth and Deck Accommodation available—Messing available from Stall Holder.

STATIONS OF CALL :

Rangoon to—	Miles.		Miles.
Twantay	15	Thongwa or Htanee	37
Kawetkin	26	Maletto	40
Tatapaw	31	Maubin	46

RANGOON-KYAIKLAT SERVICE.***DAILY**

Leaves Rangoon 1-30 p.m.

Leaves Kyaiklat 11-30 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Rangoon to—	Miles.		Miles.
Twantay	15	Kyaiktaw	34
Sookalat	28	Kyaiklat	48

RANGOON-DEDAYE EXPRESS SERVICE.***DAILY**

Leaves Dedaye 11-30 p.m.

Leaves Rangoon 1-45 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Rangoon to—	Miles.		Miles.
Twantay	15	Dedaye	46
Sookalat	28		
Kyaiktaw	34		

*This Service will be operated in due course.

RANGOON-KHATTIYA SERVICE.*

DAILY

Leaves Khattiya 5-30 a.m.

Leaves Rangoon 12-45 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Rangoon to—	Miles.		Miles.
Wayonezeik	6	Kathaboung	23
Kinywa	12	Khattiya	29
Tetthit	15	Ngapyawgyun	33
Kayinchoung	18		

This launch goes up to Ngapyawgyun when tides permit during Low Water Season.

RANGOON-MAIZALEE SERVICE.*

DAILY

Leaves Maizalee 4 a.m.

Leaves Rangoon 1-15 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Rangoon to—	Miles.		Miles.
Kemmendine	4	Sookamai	32
Insein	9	Kokkowa	37
Wataya	16	Maizalee	49
Htantabin	25		

RANGOON-TWANTAY SERVICE.

DAILY

Leaves Twantay 6 a.m.

Leaves Rangoon 9 a.m.

" " noon.

" 3-00 p.m.

Screen Berth and Deck Accommodation available—Messing available from Stall Holder.

STATIONS OF CALL :

Rangoon to	Miles.		Miles.
Kanoungto	2	Twantay	15
Tawa	12		

PROME ALLANMYO SERVICE.*

DAILY, EXCEPT SUNDAYS.

Leaves Allanmyo 5-30 a.m.

Leaves Prome 12 noon.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Prome to—	Miles.		Miles.
Yethaya	6	Pyinbinhla	22
Sitsayan	11	Palo	30
Kama	16	Thayetmyo	42
Nyaungbinseik	20	Allanmyo	48

* This Service will be operated in due course.

PROME-HENZADA SERVICE.

DAILY.

Leaves Promé 6 a.m.

Leaves Henzada 6 a.m.

Screen Berth and Deck Accommodation available—Messing available from Stall Holder.

STATIONS OF CALL.

Promé to—	Miles.		Miles.
Shwedoung	9	Kanaung	62
Padaung	13	Ngapeezeik	69
Kyithe	19	Shwegyin	74
Thaledan	24	Monyo	80
Htonebo	28	Htaindaw	88
Hlaygyizu	33	*Nyaungyo	92
Tarokmaw	38	*Sitkyun	92
Seiktha or Pauktaing	41	Pyinkadogon	95
Kyangin	47	Tharrawaw	110
Myanong	55	Henzada	113

* Launch calls once a week in High Water Season.

Launches take two days on upwards journey, resting for the night at Myanong.

This Service is now linked up with Rangoon/Promé Daily Service.

HENZADA-APHYOUK SERVICE.*

DAILY.

Leaves Aphyouk 5-30 a.m.

Leaves Henzada 2-30 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Henzada to—	Miles.		Miles.
Dounggyi	13	Kywaypaganchoung	27
Zalun	17	Aphyouk	30
Chounggyee	25		

In Low Water Season launch does not call at Kywaypaganchoung and proceeds to Aphyouk *via* Sagagi.**HENZADA-PYAPON SERVICE***

THRICE WEEKLY.

Leaves Henzada 7 a.m. on Monday, Wednesday and Friday.

Leaves Pyapon 3 a.m. on Tuesday, Thursday and Saturday.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Henzada to	Miles.		Miles.		Miles.
Dounggyi	13	Thabyu	52	Tahpat	110
Zalun	17	Yandoon	61	Thayawai	115
Chounggyee	25	Pantanawwa	69	Suganan	119
Aphyouk	30	Gangyoung	78	Kyaiklat	128
Sagagi	37	Kywegat	84	Pyapon	144
Donubyu	43	Maubin	95		
Thangyo	49	Kyonsoke	106		

Launches take two days for the journey, upwards and downwards, resting for the night at Yandoon. Leaves upwards from Yandoon at 7-00 a.m. and downwards at 7-30 a.m.

* This Service will be operated in due course.

SAGAGYI-YANDOON SERVICE.*

DAILY.

Leaves Sagagyi 6-45 a.m.

Leaves Yandoon 1-30 p.m.

Only Deck Accommodation available—no messing.

STATIONS OF CALL :

Sagagyi to—	Miles.		Miles.
Donubyu	6	Thabyu	14
Thangyo	12	Yandoon	25

This Launch proceeds to Aphyouk during the High Water Season, leaving Yandoon at 1 p.m. and Aphyouk at 6 a.m.

YANDOON-DEDAYE SERVICE.*

Leaves Yandoon 7 a.m. Monday, Wednesday and Friday.

,, Dedaye 2-30 a.m. Tuesday, Thursday and Saturday.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Yandoon to—	Miles.		Miles.
Pantanawwa	8	Tahpat	49
Gangyoung	17	Thayawai	54
Kywegat	23	Suganan	58
Maubin	34	Kyaiklat	67
Kyonsoke	45	Dedaye	83

YANDOON-MOULMEINGYUN SERVICE.*

Daily, except Sundays.

Leaves Yandoon 7-30 a.m.

Leaves Moulmeingyun 4 a.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Yandoon to—	Miles.
Pantanawwa	... 8
Gangyoung	... 17
Thambyagyaung	... 29
Bahamane	... 35
Yale	... 41
Shwedounghmaw	... 45
Ngapyawgyun	... 50
Hlinetah	... 53
Maudon	... 62
Kyaikpee	... 67
Moulmeingyun	... 79

* This Service will be operated in due course.

YANDOON-WAKEMA SERVICE.*

THRICE WEEKLY.

Leaves Yandoon 7 a.m. on Monday, Wednesday and Friday.

Leaves Wakema 6 a.m. on Tuesday, Thursday and Saturday.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Yandoon to—	Miles.		Miles.
Pantanawwa	8	Zalataw	56
Gangyoung	17	Waigyi	64
Thanbyagyoung	29	Kyungone	71
Pegone	39	Maizalee	73
Shweloung	47	Wakema	81

YANDOON-MAUBIN-KYAIKLAT-PYAPON SERVICE.

THRICE WEEKLY.

Leaves Yandoon 7 a.m. Monday, Wednesday, Friday.

Leaves Pyapon 6 a.m. Tuesday, Thursday, Saturday.

Rest on Sundays at Yandoon.

Screen Berth and Deck Accommodation available. Messing from the Stall Holder.

STATIONS OF CALL :

Yandoon to—	Miles.		Miles.
Upper Daunggyi	8	Thayawai	62
Gangyaung	17	Suganan	66
Kywegat	38	Kyaiklat	75
Maubin	42	Shangwin	83
Kyonsoke	53	Pyapon	91
Tahpat	57		

MAUBIN-YANDOON SERVICE.*

DAILY.

Leaves Maubin 5-30 a.m.

Leaves Yandoon 3 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Maubin to—	Miles.		Miles.
Kywegat	11	Pantanawwa	34
Sitchoung	15	Yandoon	42
Gangyoung	25		

This Service is now linked up with the Yandoon-Maubin-Kyaiklat-Pyapon Service.

* This Service will be operated in due course.

with reference. To your post-card
 of 12th ultimo. In reply in which you
 had assured dis
 79

MAUBIN-KYAIKLAT SERVICE.

Daily except Sundays.

Leaves Maubin 6-00 a.m.

Leaves Kyaiklat 12-30 p.m.

Screen Berth and Deck Accommodation available—Messing available from Stall Holder.

STATIONS OF CALL :

Maubin to—	Miles.		Miles.		Miles.
Kyonsoke	11	Tahpat	15	Suganan	24
Letkokepin	14	Thayawai	20	Kyaiklat	33

This Service is now linked up with the Yandoon/Maubin/Kyaiklat/Pyapon Service.

DEDAYE-BOCALE SERVICE.

Thrice Weekly.

Leaves Dedaye 6 a.m. Sunday, Wednesday, Friday.

Leaves Bogale 6 a.m. Tuesday, Thursday, Saturday.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Deedaye to—	Miles.		Miles.		Miles.
Yeboowa	6	Kyontar	44	Kanoun	60
Podoke	8	Hlwadounz	50	Myingagone	64
Kyaikat	16	Kyonkyat	55	Thanlike	66
Shangwin	24	Kangyi	58	Bogale	77
Pyapon	32				

Leaves Kyaiklat at 8-30 a.m.
 for Pyapon.

Leaves Pyapon at 12 noon for
 Bogale and 1 p.m for Dedaye.

PYAPON-BOCALE SERVICE *

Daily each way.

Leaves Pyapon 3-30 a.m.

Leaves Bogale 12-15 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Pyapon to—	Miles.		Miles.		Miles.
Kyontar	12	Kangyi	26	Thanlike	34
Hlwadounz	18	Kanoun	28	Bogale	42
Kyonkyat	23	Myingagone	32		

BOCALE-KAMAKALOO SERVICE.*

Daily.

Leaves Kamakaloo 4-30 a.m.

Leaves Bogale 1 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Bogale to—	Miles.		Miles.
Kyunnyogyi	7	Petpye	27
Kunthigyaung	12	Byusakan	31
Damyagyaung	14	Kamakaloo	37
Setsu	20		

* This Service will be operated in due course.

BOGALE-KANSEIK SERVICE. *

Daily.

Leaves Bogale 7 a.m.

Leaves Kanseik 1 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Bogale to—	Miles.		Miles.
Kyunmyogyi	7	Htinseik	27
Kunthigyauung	12	Singu	30
Damyagyaung	14	Dounggyee	35
Setsu	20	Kanseik	38

EINME-MYAUNGMYA SERVICE

Thrice Weekly.

Leaves Einme 7 a.m.

Leaves Myaungmya 7 a.m.

STATIONS OF CALL :

Einme to—	Miles.		Miles.
Htantabin	4	Lugounggyun	27
Intami	6	Maizalee	30
Ywathit	13	Pulu	32
Kaloukthaik	19	Myaungmya	38
Thabyegyauung	23		

This service now operates via Wakema and Kyungone.

KANBE-MYAUNGMYA SERVICE. *

Daily except Sundays.

Leaves Kanbe 2 a.m.

Leaves Myaungmya 1-20 a.m.

STATIONS OF CALL :

	Miles.		Miles.
Lebauk	5	Kawet	36
Bebauk	14	Sagamya	38
Yamanine	24	Pulu	42
Kyundeik	34	Myaungmya	48

MYAUNGMYA-WAKEMA-EINME SERVICE.

Leaves Myaungmya every Monday, Wednesday and Friday at 7 a.m.

Leaves Einme every Tuesday, Thursday and Saturday at 7 a.m.

REST ON SUNDAYS AT MYAUNGMYA

Screen Berth and Deck Accommodation available

Messing from the Stall Holder.

STATIONS OF CALL :

	Mile.		
Myaungmya to Wakema	23	Einme	54
Kyungone	33		

PEGONE-WAKEMA SERVICE. *

Daily.

Leaves Pegone 4 a.m.

Leaves Wakema 1 p.m.

Daily.

Pegone to—	Miles.		Miles.
Yamanine	4	Sagamya	19
Daungyi	9	Ywathagyi	21
Kyontine	11	Thayagone	25
Ywathagyi	17	Wakema	31

* This Service will be operated in due course.

BOCALE-MOULMEINGYUN-MYATTHA SERVICE. *

Daily.

Leaves Bogale 1 p.m.

Leaves Myattha 5-30 a.m.

Deck Accommodation available—no messing.

STATIONS OF CALL :

Myattha to—	Miles.		Miles.
Kyungyi	3	Aunghline	22
Aunghline Creek	11	Kywegyan	25
Kanyintabin	14	Bogale	33
Moulmeingyun	20		

MOULMEINGYUN-HLINETAH SERVICE. *

Daily.

Leaves Hlinetah 5-30 a.m.

Leaves Moulmeingyun 12-30 p.m.

Deck Accommodation available—no messing.

STATIONS OF CALL :

Moulmeingyun to—	Miles.		Miles.
Thabyugone	4	Layaindan	25
Kakho	15	Hlinetah	28
Piketan	19		

KYAIKLAT-PYAPON SERVICE. *

Twice daily.

Leaves Kyauklat 7-30 a.m.

Leaves Pyapon 10-30 a.m.

" " 1-00 p.m.

" " 4-30 p.m.

STATIONS OF CALL :

	Miles.		Miles.
Kyauklat to		Pyapon	16
Shangwin	8		

MYAUNGMYA-WAKEMA-KYONMANGAI-MOULMEINGYUN SERVICE.

Leaves Myaungmya on Tuesday, Thursday and Saturday at 6 a.m.

Leaves Moulmeingyun on Sunday, Wednesday and Friday at 6 a.m.

Rest on Mondays at Myaungmya.

Screen Berth and Deck Accommodation available.

Messing available from Stall Holder.

STATIONS OF CALL :

	Miles.		Miles.
Myaungmya to Pulu	6	Piketan	34
Saganya	10	Kyonmangai	38
Ywathagyi	12	Piketan	42
Wakema	23	Thayettaw	45
Lanthamine	27	Tagoondine	49
Moungde	30	Moulmeingyun	62

WAKEMA MOULMEINGYUN SERVICE. *

Thrice Weekly.

Leaves Wakema 10 a.m.

Leaves Moulmeingyun 5-30 a.m.

Deck Accommodation available—no messing.

STATIONS OF CALL :

Wakema to—	Miles.		Miles.
Lanthamine	5	Tagoondine	19
Moungde	8	Hngetkyidan	22
Thayettaw	15	Moulmeingyun	36

This Service is now linked up with Myaungmya/Moulmeingyun Service.

* This Service will be operated in due course.

WAKEMA-MYAUNGMYA SERVICE.*

Twice Daily

Leaves Wakema 6 a.m. Leaves Myaungmya 9-30 a.m.
 " " 1-30 p.m. " " 4-30 p.m.
 Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Wakema to—	Miles.		Miles.
Lanthamine	5	Sagamy	12
Ywathagyi	10	Pulu	16
		Myaungmya	22

MOULMEINGYUN-HLINEBONE-LABOOTA SERVICE*

Intermediate Launch.

Leaves Hlinebone 5 a.m. for Moulmeingyun and returns from there at 1 p.m. on Monday, Wednesday and Friday.
 Leaves Hlinebone 2-30 a.m. for Laboota and returns from there at 1 p.m. on Tuesday, Thursday and Saturday.

Through Launch.

Leaves Moulmeingyun, 7 a.m. Sunday, Tuesday and Thursday.
 Leaves Laboota 6 a.m. Monday, Wednesday and Friday.
 Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Moulmeingyun to—	Miles.		Miles.		Miles.
Kyonlamu	7	Petpye	28	Sazwe	55
Thongwa	11	Hlinebone	34	Pogwe	58
Swezone	14	Petpye	40	Kanbe	62
Kanazochoung	21	Aleyaigyaw	49	Kanyingone	79
Kazaung	25	Bebauk	50	Laboota	90

PANTANAW-SHWEGONE SERVICE.*

Daily, except Sundays.

Leaves Pantanaw 6 a.m. Leaves Shwegone 5-30 a.m.
 Leaves Wakema for Shwegone 2-30 p.m.
 " Kyonmangai for Pantanaw 7 a.m.
 Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Pantanaw to—	Miles.		Miles.
Wedaung	11	Kyabyu	49
Kanwaikabo	17	Allan	51
Htonekalaw	22	Wakema	57
Paygone	26	Lanthamine	62
Shweloung	32	Moungde	65
Sabayo	39	Piketan	69
Kyunpadoke	46	Kyonmangai	73
Kallah	47	Shwegone	79

In Low Water Season launches do not proceed beyond Wedaung and leave downwards from there at 6 a.m.

* This Service will be operated in due course.

BASSEIN-MYAUNGMYA-LABOOTA SERVICE. * (Daily.)

Leaves Bassein 7 a.m. Leaves Laboota 1 a.m.
Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Bassein to—	Miles.		Miles.		Miles.
Shanywa	9	Myaungmya	37	Kyagwin	68
Padegaw	16	Pyinywa	56	Kyagan	75
Kanywa	20	Pegone	61	Kyaukmawor Kyaukpyn	85
Tounggale	28	Ludaw	64	Laboota	90

Launches leave Myaungmya for Bassein at 2 p.m.

„ „ „ „ Laboota at 1-45 p.m.

BASSEIN-PAIKTHOUNG SERVICE* (Thrice Weekly.)

Leaves Paikthoung 1 p.m. Leaves Bassein 7 a.m.
Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Bassein to—	Miles.		Miles.
Kyaukchounggyi	8	Kangyidoung	31
Obo	20	Paikthoung	40
Yweywa	27		

BASSEIN-NGATHINEGYOUNG SERVICE * (Daily.)

Leaves Bassein 6 a.m. Leaves Ngathinegyoung 6 a.m.
Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Bassein to—	Miles.		Miles.		Miles.
Kyaukchounggyi	8	Kwinywa	61	Ainthabyu	102
Thaboung	27	Ngapeeseik or		Laymethna	108
Sonebone	33	Yinshai	68	Choukywa	123
Payagone	39	Ngathinegyoung	77	Myogwin	126
Shwedoungkyat	51	Tetseik	84	Thambyadine	
Magyeelaha	54	Boochoung	94	Nyoungbinywa	
Kanee	56			Henzada	

In High Water Season this Service runs through to Henzada.

Leaves Bassein at 4 a.m. Leaves Henzada at 7 a.m.
„ Ngathinegyoung 5 a.m. for Henzada.

BASSEIN-HAINGYI SERVICE * (Thrice Weekly)

Leaves Bassein 6 a.m., Tuesday, Thursday and Saturday.

Leaves Haingyi 5 a.m., Wednesday, Friday and Sunday.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Bassein to—	Miles.		Miles.		Miles.
Shanywa	9	Tounggale	36	Kyonku	67
Gwegone	14	Zoungyagyun	41	Phayahla	71
Ngaputaw	23	Yegyawgyi	45	Myotbit	77
Kyagwin	33	Htaindan	59	Haingyi	81

Distance includes entry of creeks at intermediate stations.

* This Service will be operated in due course.

BASSEIN-PYINKAIYAING SERVICE.*

Daily, except Sundays down and Mondays up.

Leaves Bassein 6 a.m.

Leaves Pyinkaiyaing 5 a.m.

Mondays, Wednesdays and Fridays *via* Hngetpouk and Haingyi.

Tuesdays, Thursdays and Saturdays, Sagyin and Gwegyoung.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Bassein to—	Miles.
Shanywa	9
Gwegone	14
Ngaputaw	23
Kyagwin	33

Naikbangone	39	Thipokteik	46
Po Shwe Hlaw	43	Upper Pyoonwa	49
Hngetpouk	49	Labootaloke	52
Kyungale	56	Sagyin	57
Kyonku	62	Gan-eat	60
Phayahla	66	Zeebyuzeit	65
Myothit	72	Lower Pyoonwa	68
Haingyi	76	Gwegyoung	75
Pyinkaiyaing	81	Pyinkaiyaing	88

BASSEIN-GWEGYOUNG SERVICE.*

Thrice weekly.

Leaves Bassein 6 a.m. Sundays, Wednesdays and Fridays.

Leaves Gwegyoung 5 a.m. Mondays, Thursdays and Saturdays.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Bassein to—	Miles.		Miles.
Shanywa	9	Thongwa	55
Gwegone	14	Kyagan	59
Ngaputaw	23	Thingangone	64
Kyagwin	33	Lower Pyoonwa	66
Thipokteik	46	Gwegyoung	73
Upper Pyoonwa	49		

BASSEIN-EINME SERVICE.*

Thrice weekly.

Leaves Bassein 6-30 a.m. on Mondays, Wednesdays and Fridays.

Leaves Einme 6 a.m. on Tuesdays, Thursdays and Saturdays.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL :

Bassein to—	Miles.		Miles.
Shanywa	9	Pyinmagone	57
Padegaw	16	Thayetkon	63
Kanywa or Mounge	20	Kattiya	74
Byinebyu	34	Einme	80
Myinkazeik	42		

* This Service will be operated in due course.

BASSEIN-MYINKAZEIK SERVICE.*

Daily except Sundays.

Leaves Bassein 1 p.m. Leaves Myinkazeik 4-30 a.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Bassein to—	Miles.		Miles.
Shanywa	9	Byinebyu	24
Padegaw	16	Myinkazeik	42
Kanywa	20		

BASSEIN-PAYAGONE SERVICE.*

DAILY.

Leaves Payagone 4 a.m. Leaves Bassein 12-30 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Bassein to—	Miles.		Miles.
Kyaukchoungyi	8	Thaboung	27
Zibugwin	13	Sonebone	33
Mezaligon	22	Payagone	39

BASSEIN-THALAKWA SERVICE.*

DAILY.

Leaves Thalakwa 4 a.m. Leaves Bassein 1 p.m.

Screen Berth and Deck Accommodation available—no messing.

STATIONS OF CALL:

Bassein to—	Miles.		Miles.
Shanywa	9	Kyagwin	37
Gwegone	14	Ngwebut	44
Kanee	23	Thalakwa	44
Maizalee	30		

BASSEIN-TOUNGGALE SERVICE.*

Daily, except Tuesdays.

Leaves Tounggale 5 a.m. Leaves Bassein 1-30 p.m.

Deck Accommodation available—no messing.

STATIONS OF CALL:

Bassein to—	Miles.		Miles.
Shanywa	9	Ngaputaw	23
Gwegone	14	Tounggale	31
Pyanyegyaw	17		

* This Service will be operated in due course.

BASSEIN-KYONKU SERVICE.

Thrice weekly.

Leaves Bassein 6 a.m. on Monday, Wednesday and Friday.

Leaves Kyonku 5 a.m. on Tuesday, Thursday and Saturday.

Screen Berth and Deck Accommodation available—Messing available from Stall Holder.

STATIONS OF CALL :

Bassein to—	Miles.		Miles.
Shanywa	9	Zoungyagyun	41
Gwegone	14	Singugyi	60
Ngaputaw	23	Kyungale	66
Kyagwin	33	Kyonku	72
Tounggale	36		

This Service is operated as and when vessel is available.

BASSEIN-THABAUNG SERVICE.

Leaves Bassein on Wednesdays and Saturdays at 7-00 a.m.

Leaves Thabaung on „ „ at 1 p.m.

Screen Berth and Deck Accommodation available. Messing from Stall Holder.

STATIONS OF CALL :

	Miles.		Miles.
Bassein to Kyaukchaunggyi	8	Thabaung	27

BASSEIN-KANGYIDAUNG-KYAUNGONE SERVICE

Leaves Bassein on Mondays and Thursdays at 7 a.m.

Leaves Kyaunggone on Tuesdays and Fridays at 6-30 a.m.

Screen Berth and Deck Accommodation available. Messing from Stall Holder.

STATIONS OF CALL :

	Miles.		Miles.
Bassein to Kyaukchaunggyi	8	Kangyidaung	31
Obo	20	Daga	40
Ywe	27	Kyaunggone	61

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| 5. Gangaw | 14. Lashio | 24. Pauk |
| 6. Heho | 15. Mandalay | 25. Pakokku |
| 7. Henzada | 16. Magwe | 26. Shwebo |
| 8. Kyaukpyu | 17. Meiktila | 27. Thaton |
| 9. Kyauktsai | 18. Mergui | 28. Tavoy |
| | 19. Momeik | |

External Services.

- (1) **Calcutta via Akyab Tri-weekly-** Every Tuesday, Thursday and Saturday.
- (2) **Chittagong via Akyab Tri-weekly-** Every Monday Wednesday and Saturday.
- (3) **Bangkok-Bi-weekly-** Every Monday & Thursday.

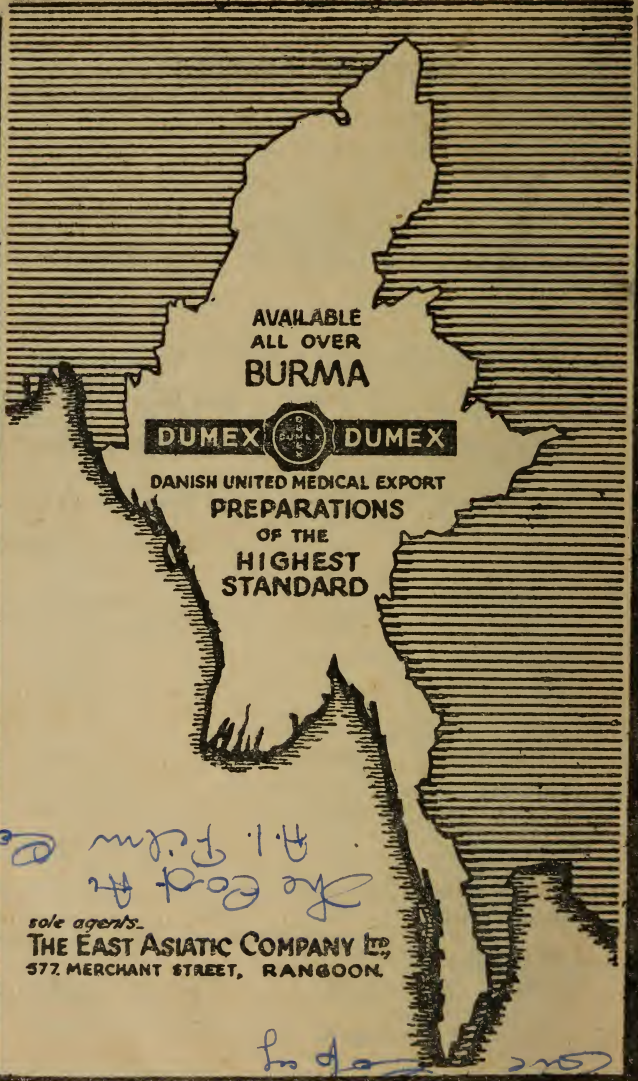
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1. One Plate of Rice	25 Pyas	25 Pyas	25 Pyas
2. One Plate of Curry	75 „	1 Kyat	1 Kyat
3. One Cup of Coffee or Tea	25 „	25 Pyas	31 Pyas
4. One Slice of Bread with Butter or Jam	25 „	25 „	25 „
5. One Slice of Bread fried with Egg Flip	38 „	38 „	38 „
6. One Slice Plain Cake or one piece Assorted Cake	25 „	25 „	25 „
7. One Bottle Sweet Areated Waters	63 „	63 „	63 „
8. One Bottle Soda (Med- ium Size)	38 „	38 „	38 „

My Ryan,
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